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OPERATIONS OF PAY DEPARTMENT OF THE ATLANTIC FLEET ON CRUISE AROUND THE WORLD

REPORT OF PAY INSPECTOR SAMUEL
McGOWAN, U. S. N., FLEET PAYMASTER.



PRESENTED BY MR. PERKINS FOR MR. TILLMAN

JUNE 23, 1910.—Ordered to be printed

WASHINGTON
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REPORT OF PAY INSPECTOR SAMUEL
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U. S. Navy. Pay corps.



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LETTER OF TRANSMITTAL.

DEPARTMENT OF THE NAVY,
Washington, June 22, 1910.

MY DEAR SENATOR: Referring to your letter of May 21, quoting a telegraphic request of Senator Tillman that a report of Pay Inspector Samuel McGowan, U. S. Navy, be printed as a Senate document, I forward herewith Pay Inspector McGowan's copy of this report, which describes the operations of the pay departments of the vessels of the Atlantic Fleet on the cruise around the world. The original of this report is now on the Asiatic Station.

Faithfully yours,

G. v. L. MEYER.

Hon. GEORGE C. PERKINS, United States Senator,
Chairman Committee on Naval Affairs,
United States Senate.

OPERATIONS OF PAY DEPARTMENT OF THE ATLANTIC FLEET ON CRUISE AROUND THE WORLD.

U. S. NAVY PAY OFFICE,
Charleston, S. C., February 12, 1910.

SIR: 1. This report is respectfully submitted in compliance with the following order:

NAVY DEPARTMENT, BUREAU OF SUPPLIES AND ACCOUNTS,
Washington, D. C., October 27, 1909.

SIR: The bureau desires you to render at the earliest date practicable a special report to it covering your experiences as paymaster of the fleet and embracing any recommendations as to the conduct of that office which that experience may have suggested to you.

Respectfully,

E. B. ROGERS,
Paymaster-General, U. S. Navy.

Pay Inspector S. McGOWAN, *United States Navy.*

2. The nature and duration of the several duties assigned are indicated by the following orders:

NAVY DEPARTMENT,
Washington, May 26, 1908.

SIR: You are hereby detached from duty in the Bureau of Supplies and Accounts, Navy Department, and from such other duty as may have been assigned you; will proceed to San Francisco, Cal., or to such other port as the U. S. S. *Connecticut* may be, and report to the commander in chief, United States Atlantic Fleet, on June 15, 1908, for duty as fleet paymaster of said fleet, as the relief of Pay Inspector Henry A. Dent, U. S. Navy, and on June 30, 1908, for duty as pay officer of the U. S. S. *Connecticut*, as the relief of Assistant Paymaster Harry E. Collins, U. S. Navy.

Respectfully,

V. H. METCALF,
Secretary.

Pay Inspector SAMUEL McGOWAN,
United States Navy, Bureau of Supplies and Accounts,
Navy Department, Washington, D. C.

NAVY DEPARTMENT,
Washington, June 9, 1908.

SIR: Having been appointed senior member of a naval examining board ordered to convene on board the U. S. S. *Connecticut*, on June 18, 1908, for the examination of Passed Assistant Paymaster John A. B. Smith, U. S. Navy, preliminary to promotion required by section 1496 of the Revised Statutes, you will report to the commander in chief, United States Atlantic Fleet, and assemble the board at the time and place specified.

The members and recorder of the board have been directed to report to you for this duty.

This is in addition to your present duties.

Respectfully,

V. H. METCALF,
Secretary.

Pay Inspector SAMUEL McGOWAN,
United States Navy, Fleet Paymaster, United States Atlantic Fleet,
U. S. S. Connecticut.

OFFICE OF THE COMMANDER IN CHIEF,
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
At sea—en route to Sydney, August 19, 1908.

SIR: Upon the reporting of your relief, Assistant Paymaster B. H. Brooke, U. S. Navy, August 20, 1908, you will make the necessary transfers to him, including public funds in hand and on deposit, pay accounts, and clothing and small stores, pertaining to the U. S. S. *Connecticut*; will regard yourself detached from duty as pay officer of that vessel; and will continue your duty as fleet paymaster, United States Atlantic Fleet.

Respectfully,

C. S. SPERRY,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

Pay Inspector S. McGOWAN,
United States Navy, U. S. S. *Connecticut*.

OFFICE OF THE COMMANDER IN CHIEF,
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Naples, Italy, January 12, 1909.

SIR: 1. On the 13th instant you will proceed to Rome, Italy, on special duty in connection with an audience to the commander in chief by His Majesty the King of Italy.
2. Upon the completion of this duty you will return to Naples and resume your present duty.
3. The fleet paymaster has been directed to furnish the necessary transportation and subsistence incurred by this duty.
4. This duty is required by the public interests.

Respectfully,

C. S. SPERRY,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

Pay Inspector SAMUEL McGOWAN,
United States Navy, U. S. S. *Connecticut*, Flagship.

OFFICE OF THE COMMANDER IN CHIEF,
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Naples, Italy, January 17, 1909.

SIR: 1. Confirming the verbal instructions already given by the commander in chief:
2. You will consult with Lieutenant Bianchini, of the Italian Navy, representing Vice-Admiral Moreno, as to the arrangements to be made for the distribution of stores from the cargo of the *Culgoa* and *Celtic*, informing the commander in chief from time to time in order that necessary instructions may be issued to the commanding officers.
3. After the departure of the vessels of the Atlantic Fleet from Italian ports, you will make a consolidated report of all stores issued for relief by them and have the necessary papers prepared in order that each and all of the bureaus may be reimbursed from the special relief appropriation which is understood to have been made by Congress.

Respectfully,

C. S. SPERRY,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

Pay Inspector SAMUEL McGOWAN,
United States Navy, U. S. S. *Connecticut*.

OFFICE OF THE COMMANDER IN CHIEF,
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Villefranche, France, January 24, 1909.

SIR: 1. Proceed immediately to Marseille and purchase for the fleet about 250,000 pounds fresh meats and about 300,000 pounds fresh vegetables, on terms most advan-

tageous to the Government that you can secure. These provisions to be delivered and stowed by the contractor on board the U. S. S. *Culgoa* at Marseille about January 27, 1909.

2. You will report your arrival at Marseille to the senior officer present and keep him, and by telegraph the commander in chief, advised of the progress of this work.

3. You will take passage on board the U. S. S. *Culgoa* and rejoin the fleet at Tetuan Bay.

4. This employment on shore is required by the public interests.

5. The pay officer of the U. S. S. *Connecticut* has been directed to advance you the sum of £30 sterling, for which you will account to him.

Respectfully,

C. S. SPERRY,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

Pay Inspector S. McGOWAN,
United States Navy Fleet Paymaster, U. S. S. *Connecticut*.

OFFICE OF THE COMMANDER IN CHIEF,
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Hampton Roads, Va., March 1, 1909.

SIR: 1. You will proceed to Washington, D. C., by Washington and Norfolk steamer, leaving Fort Monroe on the evening of March 1, 1909, for duty in connection with the inaugural parade, in accordance with chief of staff's No. 4625, dated February 1, 1909.

2. Quarters for you have been assigned by the Navy Department on the U. S. S. *Mayflower* during your stay in Washington, and if you desire to avail yourself of them you will report to the commanding officer of that vessel. No information is available as to whether or not bedding can be obtained on the *Mayflower*.

3. You will pay for your own accommodations in the usual manner. The reservations on the steamers were made by the department in advance, on account of congestion of travel at the present time.

4. You will carry overcoat with you, also both blue cap and white cap cover.

5. You will report as soon as practicable after your arrival to your immediate superior in the company, battalion, or brigade to which you are attached for the duty above assigned.

6. You will return on the steamer on March 5, unless authorized by the brigade commander to exchange with some officer who returns March 4.

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

Pay Inspector SAMUEL McGOWAN,
United States Navy, U. S. S. *Connecticut*.

NAVY DEPARTMENT,
Washington, April 7, 1909.

SIR: Proceed to Washington, D. C., and report to the Paymaster-General, U. S. Navy, for special temporary duty in connection with the institution of a uniform system of ships' stores on all vessels of the navy.

Upon the completion of this duty return to New York, N. Y., or to such other port as the U. S. S. *Connecticut* may be, and resume your duties on board that vessel.

This is in addition to your present duties.

Respectfully,

G. V. L. MEYER,
Secretary of the Navy.

Pay Inspector SAMUEL McGOWAN,
United States Navy, Fleet Paymaster, United States Atlantic Fleet,
U. S. S. *Connecticut*.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Southern Drill Grounds, August 16, 1909.

SIR: 1. You are hereby detailed to act as counsel for David W. Williams, mess attendant, second class, U. S. Navy, who is to be tried for "manslaughter" before

the general court-martial of which Commander Harry McL. P. Huse is president, ordered to convene on board the U. S. S. *Culgoa* at 10 a. m., August 16, 1909.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,

Commander in Chief, United States Atlantic Fleet.

Pay Inspector SAMUEL McGOWAN,
United States Navy, Fleet Paymaster, United States Atlantic Fleet.

U. S. S. CONNECTICUT (FLAGSHIP),
Southern Drill Grounds, September 10, 1909.

SIR: 1. Having been appointed a member of the general court-martial ordered to convene on board the U. S. S. *Missouri* at 10 a. m., Saturday, September 18, 1909, you will report to Capt. S. P. Comly, U. S. Navy, the presiding officer of the court, at the time and place specified.

2. This is in addition to your present duties.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,

Commander in Chief, United States Atlantic Fleet.

Pay Inspector SAMUEL McGOWAN,
United States Navy, U. S. S. Connecticut, Flagship.

NAVY DEPARTMENT,
Washington, September 8, 1909.

SIR: Upon the reporting of your relief on or about September 30, 1909, you will make the necessary transfers, including public funds in hand and on deposit, to your relief; will regard yourself detached from duty as fleet paymaster of the United States Atlantic Fleet; will proceed to your home, settle your accounts and await orders.

Immediately upon your arrival home, report your local address in full and the date of your arrival to the Bureau of Navigation. See article 234, U. S. Navy Regulations, 1909.

Respectfully,

BEEKMAN WINTHROP,
Acting Secretary of the Navy.

Pay Inspector SAMUEL McGOWAN,
United States Navy, U. S. S. Connecticut.

3. The first question of interest that came to me after the transfer from Pay Inspector Dent had been completed was in regard to the recovery of an anchor lost by the battle ship *Minnesota* in San Francisco Bay. The Chief of Staff was, naturally, anxious to obtain the anchor before the fleet should sail; consequently I made repeated and earnest efforts to get the contractor to exert himself, but without any result whatever—the following contract being, in effect, scarcely more than an offer to one concern of a reward on delivery of the anchor, without any definite obligation on the part of the contractor to try to recover it, the Government being meanwhile not exactly in a position to secure the services of any other concern:

This contract made and concluded this 11th day of June, 1908, by and between Whitelaw Wrecking Company, of San Francisco, in the State of California, party of the first part, and the United States by the fleet paymaster, United States Atlantic Fleet, party of the second part, witnesseth: That for and in consideration of the payments hereinafter specified, that party of the first part hereby covenant and agree to and with the party of the second part, as follows, viz:

That the said party of the first part will undertake to recover an anchor and about 20 fathoms of chain from San Francisco Bay; said anchor and chain having been lost overboard from the U. S. S. *Minnesota* in said bay; and to deliver said anchor and chain to the U. S. S. *Minnesota* or other designated vessel or lighter in San Francisco Harbor.

That the party of the second part hereby covenant and agree to pay to the party of the first part upon recovery and delivery of said anchor and chain the sum of \$800.

And it is further covenanted and agreed by both parties that any payment by the party of the second part under this contract is contingent upon delivery of said anchor and chain as above set forth; and that in case of nondelivery by the party of the first part, the party of the second part assumes no liability.

4. The lesson learned from this experience was applied whenever practicable thereafter; the conditions of contracts being gradually tautened until the form shown in the following two agreements was finally arrived at and adopted:

This contract of two parts, made and concluded this 5th day of January, 1909, by and between Jacob Risgalla, of Port Said, Egypt, party of the first part, and the United States, by the fleet paymaster, United States Atlantic Fleet, acting under direction of the Secretary of the Navy, party of the second part, witnesseth: That for and in consideration of the payments hereinafter specified, the party of the first part hereby covenants and agrees to and with the party of the second part as follows:

That the said party of the first part will furnish at his own risk and expense to the various ships of the United States Atlantic Fleet at the port of Port Said, Egypt, not exceeding 2,000 pounds of best quality fresh onions and 2,000 pounds of best quality fresh cabbage (or such other vegetables as may be desired) to each vessel of the United States Atlantic Fleet; the cost thereof, delivered on board, to be for onions 1 penny per pound; for cabbage, etc., 2 pence per pound. The above to be subject to inspection as to quality and quantity by the pay officer of the vessel concerned. The said party of the first part further covenants and agrees to pay any excess of cost incurred by the said party of the second part in securing the vegetables herein mentioned in open market in event of his not fulfilling this contract.

That the said party of the second part hereby covenants and agrees that upon satisfactory delivery of the onions, cabbage, or other vegetables and upon the presentation of the customary bills, the pay officer of each vessel to which onions, cabbage, etc., have been delivered will pay to the said party of the first part, or to his order, the amount of the bill for the supplies delivered under this contract.

This contract of two parts, made and concluded this 11th day of January, 1909, by and between Pucci Brothers, of Naples, Italy, party of the first part, and the United States, by the fleet paymaster, United States Atlantic Fleet, acting under the direction of the Secretary of the Navy, party of the second part, witnesseth: That, for and in consideration of the payments hereinafter specified, the party of the first part hereby covenants and agrees to and with the party of the second part as follows:

That the said party of the first part will, at his own risk and expense, furnish lighters for the removal of ashes, garbage, and other refuse from the United States battle ship *Connecticut* at Naples, Italy, at such times as may be directed by the party of the second part or by the commanding officer of the said vessel.

That the said party of the second part hereby covenants and agrees that, upon completion of the services in a manner satisfactory to the commanding officer hereinbefore referred to, and upon the presentation on board of the customary bills (marked, in duplicate, "certified correct and just; payment not heretofore received") the pay officer of the said vessel shall pay to the said party of the first part, or to his order, at the rate of 8 shillings for each load removed: *Provided, however,* That each such load shall consist of not less than 5 tons or so much thereof as may at one time be offered for removal: *And provided, further,* That, in the event of unsatisfactory service, the pay officer shall have the right, when so directed by the commanding officer, to secure the necessary services in open market and deduct the difference in cost, if any, from whatever may be due the said party of the first part for services rendered prior thereto.

5. As a matter of fact, there was not a great deal of difficulty in enforcing contracts, except in the matter of ash lighters, concerning which there was quarreling all the time—the worst tangle occurring at Colombo, Ceylon, where the service was inadequate and unsatisfactory, and, consequently, entailed almost interminable correspondence before even an approximately satisfactory settlement was reached. The unprecedently large number of ships present at one and the same time tended, of course, to cause confusion and poor service; and the somewhat different methods of handling the matter

on board the different ships also contributed thereto. But the service of an ash lighter is about the first thing needed on arrival in most ports, and I am convinced that, small as is the money expenditure involved, the necessity for prompt and satisfactory service is sufficiently important to warrant the bureau in arranging in advance for such services in the same manner as coal is engaged, and with more definiteness than as is the case with water.

6. Bringing some kind of order out of the canteen chaos existing in the fleet was one of the very hardest and most constant pieces of work I had to do; and I could not have accomplished anything worth mentioning had it not been that the commander in chief himself was deeply interested in the matter, and gave me carte blanche to adopt any restrictive methods within the bounds of reason to curtail the practices then in vogue. These practices—and the reason for their abolition—were in a measure the same as described in the following letter No. 45495, which I wrote and the Bureau of Supplies and Accounts sent to the Secretary of the Navy under date of March 30, 1906:

In its letter No. 86649, of March 15, 1906, the bureau stated its purpose "to bring to the department's attention certain developments in connection with the commissary stores on board the *Kentucky*, *Minneapolis*, and *Dolphin*, with a general recommendation with reference to the propriety of taking on board for sale in the commissary store any article for which payment has not been made."

Since that time there have been further developments in regard to the *Kentucky* commissary store, while complications have also arisen in connection with the stores on board the *Lawton* and the receiving ship *Franklin*.

It will be recalled that, as pointed out in this bureau's letter to the department already referred to, the *Columbia* case presented, among other things, the anomaly of procuring shoes from A. J. Cammeyer "on consignment," in apparent conflict with section 3718, Revised Statutes.

The real facts in the *Kentucky* case are just now beginning to become known—the most recently presented bill, for \$645.03, having been sent to the bureau a few days ago by the Metropolitan Tobacco Company. This bill had been withheld by the company at the earnest solicitation of the commissary officer (since resigned) pending his court-martial.

On the *Minneapolis* the recently relieved commissary officer had received various stores "on consignment" and purchased others on credit, leaving the establishment seriously embarrassed, if not really insolvent. This correspondence has been several times referred back and forth, and has just now been returned to the commanding officer of the ship for such further comment as he and the present commissary officer may care to make.

The *Dolphin* case—about which comparatively no official information is obtainable—presents, perhaps, the most curious condition of all, as it would appear from the facts adduced that the officer in charge (since resigned) established the store entirely on a credit basis and made little or no attempt to reimburse the creditors in any one of a number of instances. Whether the stock was sold and the proceeds diverted, or whether the store was wrecked through lack of proper supervision it seems impossible to ascertain. But the bills keep coming in.

The late commissary officer of the *Lawton* (since resigned) left a number of outstanding accounts; but, as is often the case with a credit system, he seems to have kept no reliable record thereof. Meanwhile his relief refuses to recognize bills now being pressed for payment; and the tradesmen—not unnaturally—look to the Government for their money.

At Newport Training Station the Navy Department recently ordered the abolition of a practice according to which a certain local tradesman was allowed by the commandant to conduct the commissary store himself in consideration of 25 per cent of his net profits for the athletic fund. A short time after this order was received at the station, a notice was posted on the bulletin board to the effect that a commissary store was now to be established by subscription by the enlisted personnel, and that all those apprentices who did not wish to contribute 50 cents each would hand in their names.

Numerous other examples might be cited to show what great confusion and demoralization exist in regard to this commissary store, which, from a small beginning about

four years ago, has grown to such an extent that, during the recent past, it has become the worst and most dangerous feature of naval administration with which the bureau has to deal. The limit, however, appears to have been reached yesterday, when a United States Senator called in person to present a long-overdue account for \$278.62 against the commissary store of the receiving ship *Franklin*.

While no complaints have reached the bureau as to any of the vessels hereinafter named, it is, nevertheless, noted that, according to recent reports of inspection, the following unpaid bills of the commissary store were carried under the head of "liabilities."

Maryland.....	\$600. 00
Iowa.....	879. 97
Columbia.....	1, 685. 89
Alabama.....	2, 199. 35
Pennsylvania.....	4, 759. 45

This, with a few of the itemized bills which have been received and examined, would seem to show that, instead of the commissary store merely taking over the former bumboat business and placing it under official control, there has grown up in a number of instances (what very nearly approaches to) an up-to-date department store in which the number and variety of different articles and of slightly different kinds of the same articles carried in stock is simply astounding.

The bureau can not believe that the department ever intended to authorize or permit such a course; and it seriously questions whether the maintenance of the commissary store on such a scale and constantly in debt (and much of the stock of which is received actually "on consignment") is not in direct conflict with paragraph 13, article 8, of the Articles for the Government of the Navy.

The present rules governing the store are contained in article 392, paragraphs 11, 12, 13, 14, and 15, Navy Regulations (1905), and (in somewhat more detail) pages 11, 12, 13, and 14, "General Mess Manual" (1904), and pages 63, 89, 156, 213, 262, 268, 366, 561, 588 (old series), and page 44 (new series) "Memoranda for the Information of Officers of the Pay Corps, Commanding Officers of Ships, and Commandants of Stations."

These regulations are considered to be entirely too general; and experience has abundantly proved that they are not sufficiently explicit to obtain anything like satisfactory results. Hence, in order to correct the abuses hereinbefore described, and at the same time maintain the store in its proper proportions and confine it to its legitimate sphere, the bureau earnestly recommends that the following modifications of article 392, Navy Regulations, be made immediately effective:

Paragraph 11.—Strike out "is willing to contribute" and substitute "has voluntarily contributed."

Paragraph 12.—Strike out "mentioned in paragraph 4 of article 387" and substitute "consisting of the executive officer and two other officers. Such report shall be in triplicate; and after it has been verified and signed by the board and approved by the commanding officer, the first shall be kept by the commanding officer for his permanent files, the second returned to the commissary officer, and the third posted on the bulletin board forward. This report shall show in detail all balances brought forward, receipts, expenditures, and balances carried forward, as well as the amount of the unpaid original subscription. The auditing board shall examine all substantiating vouchers and shall take a careful inventory each month of the stock on hand, transmitting one copy thereof to the commanding officer, with their report of audit, and one copy to the commissary officer for his files."

Paragraph 13.—Strike out "members of the general mess" and substitute "enlisted men then on board."

Paragraph 16.—Add: "No purchase shall in any case be made except by order of the commissary officer, and no article shall be received on board unless payment therefor shall be made on or prior to delivery. No accounts shall be opened; nor shall any article be procured on credit or accepted on consignment."

Paragraph 17.—Add: "All sales shall be for cash, and no substitute therefor shall in any case be allowed."

Paragraph 18.—Add: "No kind of bread, meat, or vegetable, or any article the like of which is comprised in the navy ration or carried under clothing and small stores, shall be sold in or through the commissary store."

Paragraph 19.—Add: "All payments for articles purchased for the commissary store shall, when practicable, be made by check, and, in every case where such payments are made in cash, the commissary officer shall personally certify on the receipt that he himself made the payment, and shall state the reason for not using a check."

In the event that the department sees fit to authorize the foregoing changes or any modifications along similar lines, it is further recommended that a circular letter be

issued, instructing commanding officers throughout the service to take prompt steps to bring into conformity with these rules all commissary stores already in operation; that, where there are any unpaid bills, no further stock of any kind shall, after the receipt of the letter and order, be purchased until all such accounts have been settled in full; and, if settlement in full be not effected at the end of three months thereafter, the store shall be closed and the full facts and history of the case shall be at once reported in detail to the Secretary of the Navy for such action as he may deem proper.

The bureau fully realizes the drastic nature of the foregoing recommendations; but feels convinced that immediate and most positive restrictive action is necessary in order to save the commissary store from a condition—toward which it is now rapidly drifting—that is sure to provoke serious and far-reaching scandal.

7. The story of how the semi-official canteen was reorganized out of existence and eventually gave place to the official ship's store is, I think, best told by the following correspondence and orders:

[Wireless telegram.]

U. S. S. CONNECTICUT,
July 29, 1908.

To fleet: Referring to paragraph 4, article 387, Navy Regulations, as amended by C. N. R. No. 6, the board of audit for ship's store will, on August 1, take an inventory of stores, audit accounts, and submit a report in duplicate showing condition in detail, whether satisfactory or not. One copy to be forwarded to commander in chief on arrival at Auckland.

SPERRY.

United States Atlantic Fleet canteen reports, July 31, 1908.

Ship.	Value of stock.	Funds in hand.	Bills receivable.	Total assets.	Bills payable.
Connecticut.....	\$7,926.11	\$913.00	.....	\$8,339.11	\$5,275.74
Kansas.....	17,387.35	1,070.44	.....	18,457.79	12,914.14
Minnesota.....	13,294.60	3,591.98	\$169.14	17,055.72	10,181.86
Vermont.....	14,334.32	3,420.65	34.00	18,288.97	10,296.85
Georgia.....	7,842.74	1,571.21	.....	9,413.95	5,302.70
Nebraska.....	6,028.02	2,426.64	.....	8,454.66	6,183.10
New Jersey.....	7,322.07	2,128.47	.....	9,450.54	3,137.71
Rhode Island.....	5,034.40	2,311.95	.....	7,346.35	6,104.18
Louisiana.....	7,175.09	1,519.32	.....	8,694.41	6,582.73
Virginia.....	5,494.21	2,550.35	.....	8,144.56	3,760.62
Missouri.....	4,307.76	2,104.83	40.00	6,452.59	2,627.29
Ohio.....	6,877.99	184.06	.....	7,062.05	1,919.91
Wisconsin.....	5,925.01	478.50	.....	6,403.51	6,247.42
Illinois.....	12,570.15	1,330.09	15.25	13,915.49	7,208.00
Kearsarge.....	10,586.56	1,393.88	.....	11,980.44	5,437.32
Kentucky.....	6,822.05	636.97	.....	7,459.02	3,155.00
Total.....	139,428.43	27,732.34	258.39	167,419.16	96,334.57

Ship.	Net worth.	July sales.	Profit, per cent.	Stock value based on—	General condition stated to be.
Connecticut.....	\$3,563.37	\$1,195.60	20	Selling price...	No expression.
Kansas.....	5,543.65	2,243.94	.....	Not stated....	Very satisfactory.
Minnesota.....	6,873.86	3,508.28	.....	do.....	Do.
Vermont.....	7,972.12	2,267.00	.....	Selling price...	Satisfactory.
Georgia.....	4,111.25	401.96	.....	Cost.....	Do.
Nebraska.....	2,271.56	2,615.19	.....	do.....	Very satisfactory.
New Jersey.....	6,312.83	2,182.68	20	do.....	Generally satisfactory.
Rhode Island.....	1,242.17	1,826.60	.....	Not stated....	Satisfactory.
Louisiana.....	2,111.68	1,057.00	33 $\frac{1}{2}$	Cost.....	Do.
Virginia.....	4,383.94	2,421.75	.....	do.....	Excellent.
Missouri.....	3,825.30	1,842.50	.....	Not stated....	Satisfactory.
Ohio.....	5,142.14	1,435.13	.....	do.....	Very satisfactory.
Wisconsin.....	156.09	.....	.....	Cost.....	No expression.
Illinois.....	6,707.49	1,845.98	.....	Not stated....	Very good.
Kearsarge.....	6,543.12	1,192.45	.....	do.....	Satisfactory
Kentucky.....	4,304.02	.....	.....	do.....	Very satisfactory.
Total.....	71,084.02	26,086.06	.....	

MEMORANDUM FOR THE FLAG SECRETARY.

I am handing you herewith a tabulated recapitulation designed to show in the principal items the condition of the canteens of the 16 battle ships of the fleet as reported by the several boards of audit in compliance with the commander in chief's wireless order of July 29, 1908.

The statement is intended to be comparative throughout, but the comparison is not sustained or entirely dependable because, for example, some of the reports show stock on hand reckoned at cost price and others at selling price; whereas a number fail to state which. Again, it is obvious that the particular month reported on is scarcely a fair sample in several cases—the *Minnesota*, for instance, showing abnormally large sales and the *Georgia* abnormally small.

The form most used (S. & A. No. 239) for these reports is somewhat out of date, and does not wholly subserve the purpose in view, i. e., to give anyone outside of the ship (and thus away from the books and vouchers themselves) complete information in regard to the internal details of canteen administration. For this reason, most probably, the reports in many cases have been specially typewritten; and in nearly every instance something of interest has been omitted.

In view of the fact, however, that no such reports have ever to my knowledge been heretofore required and that the notice this time was so short, it seems surprising that the information was as generally complete as it was. I shall, if you so desire, invite your attention to the noticeable features of each individual report as they strike me; but, before doing so, I want to point out qualities which most of the canteens display in common: Great indebtedness, large stock, considerable money on hand, excess of debts over net worth, large percentage of profit (when stated).

The following table is aimed to show how long it would require each canteen to get out of debt according to the July figures:

	Month.
Connecticut	3.6
Kansas	5.3
Minnesota	1.8
Vermont	3
Georgia	9.3
Nebraska	1.4
New Jersey	.5
Rhode Island	2
Louisiana	4.7
Virginia	.4
Missouri	.3
Ohio	1.2
Wisconsin	(a)
Illinois	3.2
Kearsage	3.3
Kentucky	(a)

This table is arrived at by subtracting the money on hand July 31 from the total indebtedness and dividing the remainder by the amount of the July cash sales. It is not reliable throughout for the same reasons that the recapitulation of July reports is not reliable; but it shows that the stock carried bears, in most cases, something like a reasonable proportion to the monthly sales—provided, of course, the canteen be conducted on credit. What I mean is that the comparative figures with reference to any one canteen in most cases make a better showing than would be supposed from a glance at the "bills payable" column alone. Against the fact that a total of \$96,334.57 was owed to various dealers by the combined canteens July 31, is the further (and somewhat complicating) fact that a considerable quantity of semi-perishable stock is at present carried on board the supply ships, having been purchased by the Bureau of Supplies and Accounts for (and by request of) individual canteens.

The whole situation is far from satisfactory; but, with careful handling, present conditions may, I think, be immediately improved and eventually remedied without doing violence to the canteen or so much thereof as may be deemed essential.

It will be just eleven days before the end of August, however, when the fleet arrives in Sydney; and I believe that the issue of such fleet regulations as may be in prospect had best be deferred until an absolutely exhaustive report can be obtained August 31—a report (made on a simple form which I can easily draw up) which will show all the information given last time and in addition all that was omitted. With this report in

^a July sales not stated.

hand, it will be practicable to make a perfectly accurate tabulated statement showing in detail the condition of each canteen; and on such information—especially in comparison with the July reports—the framing of necessary restrictive regulations would seem to be almost automatic.

In the meantime I believe all funds in hand and amounts realized from sales ought to be applied as far as possible to liquidating the debts already incurred—in other words that something of a “reef” should be taken in our canteen programme right now. With that object in view and to the end that each creditor’s property (whether in goods or cash) be kept intact and faithfully accounted for, I would suggest that, on arrival in Sydney, a circular letter be sent to all commanding officers substantially as follows:

“A special form for monthly report (in duplicate) of the canteen will be sent you in time for use by the board of audit, August 31, 1908.

“It is particularly desired that all the blank space be filled in and that one of the duplicates, accompanied by a copy of inventory taken August 31 by the officer in charge, be forwarded to the commander in chief September 1.

“Meanwhile, and until further orders, the officer in charge of the canteen will be directed to discontinue making any purchases or sales except for cash; to apply all funds in hand (and received up to and including August 30) to payment of outstanding liabilities—except that the amount of known profits accruing from the sales may be reserved or expended for the cash purchase of new stock if absolutely necessary; to be especially careful that payments to creditors as above outlined be equitably apportioned in the same ratio as the articles obtained from such creditors have been disposed of—the amount of each such (monthly) payment to at least equal the cost of the sold stock which such creditor furnished.”

I believe this will effectually “stop the gap” until you can obtain all the information required for drawing up regulations of a more permanent and specifically restrictive character.

S. McGOWAN,
Pay Inspector U. S. Navy Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
At Sea, en route to Sydney New South Wales,
August 18, 1908.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea en route to Sydney, New South Wales,
August 19, 1908.

SIR: Reports of the boards of inventory show that, while certain of the canteens are in sound condition, their total indebtedness is over \$90,000, and immediate measures are necessary for their regulation.

A special form for the monthly report, in duplicate, of the canteen will be sent you in time for use by the board of audit August 31, 1908, when another inventory will be taken and report made.

It is directed that the form be completely filled in and that one of the duplicates, accompanied by a copy of the inventory taken August 31, by the officer in charge, be forwarded to the commander in chief September 1; and you are enjoined to personally assure yourself that this order is strictly complied with.

Meanwhile, and until further orders, you will direct the officer in charge of the canteen to discontinue making any purchases or sales except for cash; to apply all funds in hand, and all received up to and including August 30, to the payment of outstanding liabilities, except that the amount of known profits accruing from the sales made during the month of August may be reserved or expended for the cash purchase of new stock if absolutely necessary; to be especially careful that payments to creditors be equitably apportioned in the same ratios as the stock purchased from such creditors has been disposed of and that the amount of each subsequent monthly payment to each creditor be at least equal to the cost of the sold stock which such creditor furnished.

Respectfully,

C. S. SPERRY,
Rear-Admiral U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

MEMORANDUM FOR THE FLAG SECRETARY.

In submitting herewith an analysis of the canteen reports of the sixteen battle ships for the month of August, 1908, I wish to say that not only has the new form of report elicited all the information needed; but its effect, together with that of the commander in chief's letter No. 1899, of August 19, 1908, has been like magic, the total amount of debts decreasing from \$96,334.59 to \$49,200.42—a net improvement of \$47,134.15 in twelve days. Two canteens are already clear of debt, two more have funds on hand, over and above the amount of their indebtedness; and the rest are rapidly falling into line—the average estimated time to get out of debt being less than two months.

In my memorandum accompanying July recapitulation I called attention to the "great indebtedness, large stock, considerable money on hand, excess of debts over net worth, large percentage of profits (when stated)" as obtaining in nearly all battleship canteens. I would add now that the profits charged (ranging from 14 per cent on the *Kentucky* to 32 per cent an the *Ohio*) are in every case excessive, whereas not one of the canteens in the fleet has up to this time been run in accordance with article 392, paragraphs 11 and 13, Navy Regulations, which authorizes the establishment of a canteen "when the crew desires such action and is willing to contribute the funds necessary to make the first purchase of stores," and requires that "the amounts contributed by individual members of the crew shall be repaid from the first available profits, after which the profits shall be used * * * in such manner as the commanding officer deems most conducive to the welfare of the enlisted men."

As outside credit is thus tabooed as a means with which to start a canteen, it is—by necessary inference—equally tabooed for the subsequent purpose of enlarging a modest little establishment (created to meet an actual and existing demand) into an up-to-date department store, overstocked, top-heavy and correspondingly unsafe, as viewed from the standpoint of economic and orderly administration.

Hence, I repeat, by dragging along a lot of debts they have all been running "outlaw," so to speak, and it is but natural that there should be (as there undoubtedly has been) considerable talk when the regulations are expounded and explained, practically in words of one syllable, as was done in letter No. 1899 of August 19, 1908.

Before making any definite suggestions as to restrictive regulations needed under existing circumstances, I shall endeavor to point out in detail the most noticeable features shown by the several individual reports for the month of August * * *.

The foregoing observations indicate pretty clearly, I think, just what is needed in the way of restrictive regulations; but the problem of what had best be done with the \$28,047.83 worth of government-bought cakes, candies, and tobacco carried on the supply ships is not so simple. In fact, it reminds me very much of the fable of the canibals and the missionaries. The stock (\$19,361.03 worth of it highly perishable) is there to be sold for cash to certain canteens that have not the requisite amount of cash with which to pay for it, and meanwhile the guarantee period is ebbing away and hot weather looms up as a very real element inside of three weeks. If this stock is not drawn, it may deteriorate; and the Bureau of Supplies and Accounts has directed that it be distributed as per advance orders by the time of arrival in Manila. The rich canteens would gladly take it, but the poor and debt-ridden ones have a reservation lien on it, so that any general reallocation would, under the circumstances, cause a great deal of well-founded complaint. The only thing to do, therefore, is (in my opinion) to let the different canteens draw the stock as per reservation, regarding payment at the end of the month as cash, and pass the word along that those canteens which can spare anything will sell to those that need it and can pay cash for it.

In view of all the foregoing, and especially bearing in mind the fact that "a little credit is a dangerous thing," I believe that we can all go into New York clear of debt, out of reach of possible scandal, and running on a sane, safe, and satisfactory basis if a letter, in substance as follows, be sent out to the fleet on arrival at Albany:

"The commander in chief is gratified at the improvement made by the canteens of the fleet as shown by the report for August, the total amount of indebtedness being reduced in twelve days from \$96,334.57 to \$49,200.42; two canteens being now entirely free of debt, two others having funds in hand in excess of all liabilities, and the remainder showing a commendable tendency in the same direction.

"A number of canteens in the fleet, however, are considerably overstocked, whereas the prices in every one of them include too wide a margin of profit. The injunctions contained in letter No. 1899 of August 19, 1908, are therefore superseded by amplification as hereinafter set forth.

"All funds on hand and amounts derived from sales will, in compliance with article 392, paragraph 13, Navy Regulations, be hereafter applied to the payment of out-

standing liabilities, if any there be, except that the amount of known profits may be expended as they accrue for the cash purchase of such new stock as is absolutely necessary; payments to creditors being equitably apportioned in the same ratio as the stock purchased from such creditors has been used, and the amount of each monthly payment to each creditor being at least equal to the cost of the sold stock which such creditor furnished. In this way the debts of the canteen will be paid as expeditiously as possible, "after which the profits shall be used for the purchase of additional stores or in such manner as the commanding officer deems most conducive to the welfare of the enlisted men," care being exercised that the canteen be not called upon to bear any expense properly chargeable to a government appropriation or against any individual's accounts, and no payment will be made out of canteen funds except by written order of the commanding officer for any purpose other than the purchase of stock for sale.

"Except when the amount is inconsiderable or the emergency great, all purchases will be made after receiving bids and obtaining competition as nearly as practicable in compliance with the methods of strictly official purchase prescribed by article 1321, paragraphs 3, 4, and 6, Navy Regulations. All articles purchased will be paid for at the time of delivery, no goods being received "on consignment" or on credit in any other form. There is at present so much unnecessary stock in the canteens of certain battle ships and held for them on board the supply ships that it is highly desirable that canteen officers should, before making purchases from shore, ascertain by personal inquiry whether their needs can not be supplied from such stock. Subject to the foregoing suggestion, the stock on board the supply ships will be drawn as needed by canteens for which reserved, payment at end of current month being regarded in this case as cash—except that ships will not draw more than they can reasonably expect to use during that time. Tobaccos, being nonperishable, will not be drawn in compliance with the foregoing plan simply because they have been ordered by and reserved for a certain ship—provided, of course, that similar stock is already on hand; and provided further, that some other canteen can pay cash for such stock.

"The stock to be maintained in the canteen will be limited to an amount the net cost of which does not exceed half of the total sales for the preceding six months.

"Sales will be invariably for cash or for payment at the end of the current month.

"As soon as any canteen is out of debt the margin of profit used in fixing the selling price will not exceed 10 per cent on any article except when necessary to avoid fractions of a cent, no percentage being charged on pay department stores. If, when out of debt, the net stock at cost is worth more than the amount of three months' sales as above provided, prices will be reduced so that sales will be made at cost until said limit is attained.

"Monthly reports, made out in compliance with article 387, paragraph 4, Navy Regulations, as was done at the end of August, will be forwarded to the commander in chief not later than five days after the expiration of the period to which they relate."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),

At sea, en route to Albany, Australia, September 10, 1908.

MEMORANDUM FOR THE FLAG SECRETARY.

In submitting the accompanying tabulated recapitulation of the August canteen reports of the *Culgoa*, *Glacier*, and *Panther*, I would like to say that, except in so far as the *Panther* is concerned, the opinions expressed and the recommendation embodied in my (battle ship) memorandum of September 10 apply with equal force to the auxiliaries.

In fact, it is not exaggerating to say that the showing made by the *Culgoa* and the *Glacier* is simply astounding, the former having \$1,396.41 debts against a net worth of but \$50.51, the latter \$5,131.43, against \$681.54. The *Glacier* is inordinately overstocked, worse even than the *Kansas*, whereas the *Culgoa*'s 38 per cent profits have been applied to such purposes as—

Loss of crew mess gear.....	\$5.65
Mosquito net, sick bay.....	3.50
Reimburse bumboat men for articles stolen.....	5.11
Ship's pet and expenses.....	13.52

If these are fair samples of expenditures, it is easy to understand why the net surplus is practically nothing.

The *Panther* canteen, modest, perhaps, to the point of overprudence, sets, nevertheless, an example which might well be emulated; and, in company with a few of its more pretentious sister concerns in the battle-ship divisions, demonstrates the fact that a canteen can be conducted without recourse to credit.

In describing conditions on the *Culgoa* and *Glacier*, I do not intend to inveigh against present practices except in so far as must needs be done in order to point out and characterize cold facts which convince me more than ever that the promulgation of a mildly but firmly restrictive order as comprehensive as possible is an urgent and immediate necessity.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT,

Albany, Western Australia, September 12, 1908.

U. S. S. CONNECTICUT (FLAGSHIP),
Albany, Western Australia, September 14, 1908.

SIR: The commander in chief is gratified at the improvement made by the canteens of the fleet, as shown by the report for August, the total amount of indebtedness being reduced in twelve days from \$96,334.57 to \$49,200.42, two canteens being now entirely free of debt, two others having funds in hand in excess of all liabilities, and the remainder showing a commendable tendency in the same direction.

A number of the canteens in the fleet, however, are considerably overstocked, whereas the prices in every one of them include too wide a margin of profit. The injunctions contained in letter No. 1899 of August 19, 1908, are, therefore, superseded by amplification, as hereinafter set forth.

All funds on hand and amounts derived from sales will, in compliance with article 392, paragraph 13, Navy Regulations, be hereafter applied to the payment of outstanding liabilities, if any there be, except that the amount of known profits may be expended as they accrue for the cash purchase of such new stock as is absolutely necessary, payments to creditors being equitably apportioned in the same ratio as the stock purchased from such creditors has been used and the amount of each monthly payment to each creditor being at least equal to the cost of the sold stock which such creditor furnished. In this way the debts of the canteen will be paid off as expeditiously as possible, "after which the profits shall be used for the purchase of additional stores or in such manner as the commanding officer deems most conducive to the welfare of the enlisted men," care being exercised that the canteen shall not be called upon to bear any expense properly chargeable to a government appropriation or against any individual's pay accounts, and no payment will be made out of canteen funds except by written order of the commanding officer for any purpose other than the purchase of stock for sale.

Except when the amount is inconsiderable or the emergency great, all purchases will be made after receiving bids and obtaining competition as nearly as practicable in compliance with the methods of strictly official purchase prescribed by article 1321, paragraphs 3, 4, and 6, Navy Regulations. All articles purchased will be paid for at the time of delivery, no goods being received "on consignment" or on credit in any other form. There is at present so much surplus stock in the canteens of certain battle ships and held for them on board the supply ships that it is highly desirable that canteen officers should, before making purchase from shore, ascertain by personal inquiry whether their needs can not be supplied from such stock. Subject to the foregoing, the stock on board the supply ships will be drawn as needed by canteens for which reserved, payment at end of current month being regarded in this case as cash, except that ships will not draw more than they can reasonably expect to use during that time. Tobaccos, being nonperishable, will not be drawn in compliance with the foregoing plan simply because they have been ordered by and reserved for a certain ship, provided, of course, that similar stock is already on hand; and provided further, that some other canteen can pay cash for such stock.

The stock to be maintained in the canteen will be limited to an amount the net cost of which does not exceed half of the total sales for the preceding six months.

Sales will be invariably for cash or for payment at the end of the current month.

As soon as any canteen is out of debt, the margin of profit used in fixing the selling price will not exceed 10 per cent on any article except when necessary to avoid frac-

tions of a cent, no percentage being charged on pay department stores. If, when out of debt, the net stock at cost is worth more than the amount of three months' sales, as above provided, prices will be reduced, so that sales will be made at cost until said limit is attained.

Monthly reports, made out in compliance with article 387, paragraph 4, Navy Regulations, as was done at the end of August, will be forwarded to the commander in chief not later than five days after the expiration of the period to which they relate.

Respectfully,

C. S. SPERRY,

Rear-Admiral, U. S. Navy, Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

OFFICE OF THE COMMANDER IN CHIEF,

UNITED STATES ATLANTIC FLEET,

U. S. S. CONNECTICUT (FLAGSHIP),

At sea, en route from Manila to Colombo, Ceylon, December 5, 1908.

SIR: The commander in chief desires to submit for the department's information the following data relative to the management and condition of the canteen or ship's stores of the fleet:

In July last it came to the knowledge of the commander in chief that some of the canteens were considerably in debt, and with a view to determining their condition an order was issued calling for an inventory and a complete statement of their accounts by boards of audit. It was found that most of them were greatly in debt, carried too heavy a stock, had an excess of debts over net worth, and charged too large a percentage of profit. The appended table marked "A" gives a summary of their condition at this time, July 31.

With a view to liquidating all canteen indebtedness as soon as practicable, reducing stock to a fair working basis, and, in general, to systematize the methods of conducting canteen business, the commander in chief issued an order (letter No. 1899, August 19, 1908, copy attached hereto) regulating purchases of new stock and payment of debts.

Reports submitted monthly thereafter showed from the first a marked improvement, and at the end of October, or after only three months, the total indebtedness had been reduced from over \$96,000 to about \$25,000, and of the 16 canteens which were in debt July 31 but 5 owed money at the end of October in excess of funds in hand. Those canteens which were in debt on October 31, \$25,000, had cash assets of over \$11,000, leaving a net indebtedness of but \$14,000.

While the indebtedness of over \$70,000 was being paid off in three months, sales increased somewhat and prices were being gradually reduced, and it is expected that very soon 10 per cent will be the maximum profit.

From the October reports it appears that all but one of the canteens will be out of debt by January 1 and the last one about the time the fleet reaches the Atlantic coast.

As experience has proved that the plan prescribed by present regulations for starting the canteen of a newly commissioned ship—by subscriptions from the crew—is impracticable and in most cases results in credit purchases from outside dealers, it would seem advisable in future to devise some means of officially advancing a sum of money sufficient to purchase for cash the necessary amounts of original stock, unless, of course, the department contemplates inaugurating the official canteen authorized by the last naval appropriation act.

In any event, it is deemed highly expedient that such steps as are considered most appropriate may be taken to definitely discontinue throughout the service the practice of purchasing canteen supplies on any other than a strictly cash basis.

Very respectfully,

C. S. SPERRY,

U. S. Navy, Commander in Chief.

The SECRETARY OF THE NAVY,
Bureau of Navigation.

Recapitulation of canteen reports for May, 1909.

Ship.	Cash on hand.	Stock (by inventory) at selling price.	Value of canteen.	Percentage of profit.	Average monthly sales for last six months.
Connecticut	\$892.58	\$1,266.40	\$2,158.98	8	\$917.00
Vermont	2,915.40	2,915.40	6,642.89	9	969.84
Kansas	943.48	4,187.75	5,131.23	11	1,315.41
Minnesota	2,628.19	3,257.67	5,885.86	9	1,293.68
Georgia	1,975.74	2,640.11	4,615.85	12	1,571.94
Nebraska	1,167.08	2,574.66	3,741.74	6	1,633.24
New Jersey ^a	4,336.23	2,386.25	6,722.48	5	729.21
Rhode Island	719.53	1,418.56	2,138.09	10	296.99
Louisiana	1,316.65	2,707.38	4,024.03	7	1,100.00
Virginia	1,033.69	3,306.54	4,340.23	10	962.97
Missouri	1,302.52	2,941.52	4,244.04	13	1,016.00
Ohio	3,296.81	2,393.69	5,690.50	11	825.00
Wisconsin	108.30	1,392.92	1,501.22	8	940.00
New Hampshire ^{b c}	382.73	945.35	1,152.07	31	.....
Total	23,831.02	34,334.20	57,989.21	.....	13,591.28
Average	1,702.22	2,452.44	4,142.09	.....	970.81
Culgoa ^d	51.78	222.29	287.76	10	116.00
Panther	107.35	232.60	339.95	12	138.25
Yankton	214.15	304.06	518.21	9	115.00

^a New Jersey report shows average monthly sales for but two months, the canteen having changed hands recently.

^b New Hampshire report shows \$176.01 bills payable. This amount is subtracted in the above tabulation so as to show the actual net value of canteen.

^c No report received from Idaho or Mississippi.

^d Culgoa report shows \$1,359 bills receivable. This amount has been added in for the same reason.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,

U. S. S. Connecticut, Flagship, Navy-Yard, New York, June 16, 1909.

GENERAL ORDER }
No. 25. }

NAVY DEPARTMENT,
Washington, May 7, 1909.

1. In accordance with the act approved May 13, 1908, the following articles may, on and after July 1, 1909, be purchased under the appropriation "Provisions, Navy," for sale in the ship's store: Biscuits and sweetmeats, belts, buckets, buttons, brushes, cutlery, cold cream, chewing gum, candy and nuts, cleaning gear, dentifrices, garters, games, locks, mending necessaries, purses, postage stamps, razor strops, stationery, souvenirs, suspenders, tobacco and smoking supplies, toilet articles, uniform accessories for officers, crew, and marines, vaseline.

2. In addition to the foregoing list, any articles at present carried under "provisions" as ration (or combined ration) articles or under "Clothing and small stores" may be transferred to the ship's store for sale; but, while its stock will be subject to transfer as ship's store stock on requisition and invoice between pay officers, no item thereof shall be transferred to "Clothing and small stores" to become subject to requisition for issue.

3. On every vessel having a ship's store already in operation when this order is received, a board of three commissioned officers (including the pay officer) appointed by the commanding officer shall, beginning in time to finish by June 30, 1909, make a careful inventory of stock in such store (the store being meanwhile closed), and shall report in writing the quantities and values (not to exceed cost) of all readily salable articles, and on a separate list the quantities and probable selling values of all other stock. Such of the ready salable stock as falls within the list given in paragraph 1 and not more than 25 per cent in excess of the limit prescribed in paragraph 4 shall be taken over by the official store and paid for by the pay officer on public bill June 30, 1909, under "Provisions, Navy, 1909." All other stock shall be disposed of as soon as possible, by auction if necessary; and property not stock, but included in the assets of the ship's store, shall be treated as provided by article 1188, Navy Regulations. The total cash received from closing out the ship's store, including any balance on hand June 30, shall, after the immediate liquidation of all debts of the store, be kept by the pay officer for disbursement on written order of the commanding officer.

in such manner as he deems most conducive to the welfare of the enlisted men: *Provided*, That not more than 50 cents per capita of complement or, in any case, 15 per cent of the total funds remaining after payment of debts shall be thus expended in any one quarter.

4. Requisitions for the purchase of ship's-store stock shall be limited to articles comprised in the foregoing list for which there is an actual demand and quantities which may reasonably be expected to be promptly disposed of. Such requisitions shall follow the course prescribed by the paymaster general. Unless by express authority of the Secretary of the Navy for exceptional circumstances, the value of the stock at selling price shall not exceed in any case per capita of complement \$8 for vessels with complements of 250 or less, \$7 for 251 to 500, \$6 for 501 to 750, or \$5 for over 750.

5. All losses of ship's-stores stock shall be accounted for by survey. Excessive loss due to deterioration or to dead stock resulting from oversupply, either in quantity or assortment, shall be carefully guarded against.

6. All sales in the store shall be for cash; the money thus obtained to be taken up on the pay officer's official cash book each day. There shall be included in the selling price of articles purchased for the store a sufficient addition to cost to protect the Government from loss; but no advance shall be made over the fixed prices of clothing and small stores.

7. A balance sheet (on the prescribed form), accompanied by certified inventory of stock and other supporting vouchers, shall be forwarded as required to the Bureau of Supplies and Accounts.

8. A separate account shall be kept of the fund derived through closing out the ship's store, a statement showing balance brought forward, amount expended, and balance carried forward being transmitted to the Bureau of Supplies and Accounts at the end of each quarter.

BEEKMAN WINTHROP,
Acting Secretary of the Navy.

8. The question of subsistence for so large a number of men and under such untried conditions was, of course, first if not indeed greatest in importance of all the problems presented and lessons learned by the cruise of the fleet around the world. As the voluminous records already on file in the bureau abundantly attest, it was not so much a matter of obtaining the necessary provisions but of properly caring for them and efficiently distributing them after they were obtained in bulk. In this connection attention is particularly invited to the report No. 243 of January 18, 1909, made by the pay officer of the supply ship *Culgoa*, and to the following extracts from my third indorsement No. 811 of February 18, 1909, thereon:

It is, of course, to dealers of such known reliability as Castle Brothers-Wolfe & Sons that the bureau must turn when in need of supplies in a far-distant market like Australia where the standing and facilities of local establishments are not readily ascertainable. Thomas Playfair of Sydney and W. Angliss & Co. of Melbourne seemed anxious to deal direct with the navy, and they both impressed me as being unusually dependable; though to just what extent they would be willing to exert themselves to obtain orders except such as are placed locally I am unable to say.

It was most gratifying that the yard forces at Cavite were able to handle for the Atlantic Fleet the immense quantities of stores of such various kinds in a manner so thoroughly satisfactory—particularly under weather conditions and other circumstances which were anything but conducive to expedition.

As stated in paragraph 15, the carrying of canteen stores on supply ships has developed the fact that, when such ample facilities are afforded, much larger orders are liable to be put in than are really necessary, the result being that there is indeed "a great deal of trouble in getting ships to take the quantities they requested." This, however, has in the case under discussion been attributable at least in part to an order issued by the commander in chief (No. 2306 of September 14, 1908), interdicting further purchases on credit and prescribing pro-rata payments on account at the end of each month. It is believed that, with the methods now in operation in the Atlantic Fleet, there need be no solicitude as to whether supplies for the canteen are to be independently shipped out by dealers or purchased en route; because freedom from debt makes the canteen practically independent. In other words, stock can now be obtained in any manner considered most advantageous to supply existing and vary-

ing demands; though I think the advent of the official store, as authorized by the current naval appropriation act, in addition to serving many other useful purposes, will cause the canteen to cut a far less conspicuous (though no less necessary) figure than now in naval administration afloat.

While salt-water soap should, in my opinion, be carried on board supply ships, tobacco and other small stores and clothing can generally be accommodated on board cruising vessels in sufficient quantities for any ordinary needs.

In packing and marking provisions, standardization is, of course, much to be desired; the same being equally true of specifications which should, as recommended, be as definite and in as much detail as practicable. Attention is invited to the comments offered on this subject by various pay officers of the fleet in compliance with the commander in chief's letter No. 4276 of January 8, 1909 (Bureau of Supplies and Accounts letter of December 12, 1908).

With reference to the opinion expressed in paragraph 23, I hold it to be axiomatic that, once provisions are known to be unfit to eat, the sooner they are gotten rid of the better.

The overloading with potatoes at San Francisco constitutes but one of the most useful lessons of the cruise; and, although such large surveys in the past are to be regretted and will in the future undoubtedly be avoided, it is, in my judgment, far better to have too much and lose a part than to run any risk of ever being short of provisions in consequence of overfrugality.

The Melbourne potatoes were covered by a thirty-three-day guaranty; and correspondence is now in progress with the contractor with a view to securing reimbursement. Under the conditions prevailing at Manila upon the fleet's first arrival, it is not to be wondered at that the potatoes turned out no better—particularly in view of the amount of salt water that most of them were drenched with en route to Japan; whereas it seems most probable that the heavy and continuous downpour of rain had a good deal to do with the spoiling of such as were lost during the trip to Suez. The contractor offered to place on board the *Culgoa* 250,000 pounds additional under a sixty-two day guaranty (of reimbursement for all losses in excess of 10 per cent); but, when the typhoon continued day after day while the *Culgoa* was loading, this offer was withdrawn—fortunately for both the contractor and the United States, as was demonstrated by subsequent surveys and the cheaper prices prevailing in the Mediterranean.

I concur in the recommendation for further tests of vegetable refrigeration and for detailed reports from other supply ships in regard to the life of fresh vegetables under various conditions.

As to the proper manner of stowing a supply ship, of issuing stores, and of accounting therefor, I think the routine followed on board the *Culgoa*, as described in paragraphs 32 to 39, inclusive, well worthy of adoption for use on board all such vessels.

The present arrangement of items on provisions requisitions and returns could, as stated, be decidedly improved by adopting the *Culgoa* form "G" referred to; though further improvement might be made by substituting the absolutely alphabetical arrangement on which the forthcoming consolidated report of provisions used from April 1, 1908, to January 31, 1909, will be presented. Certainly some one order of sequence should in every case be followed in all printed forms relating to the same subject.

As to dehydrated vegetables I know little or nothing; but the papers which have passed through my hands, and the (much more frequent and general) verbal opinions and constant complaint which I have heard expressed by pay officers and others who ought to know, lead to the conclusion that, if there be any reasonable compromise between fresh vegetables (particularly potatoes) on the one hand and a strictly emergency makeshift in lieu thereof on the other, such a compromise is not attained in the dehydrated product thus far offered.

While it would appear that one such supply ship as the *Grant* Board recommends should suffice for a fleet of 16 battle ships, I am convinced that the standard of service rendered by the *Culgoa* during the cruise just ending can not with safety be accepted as a criterion by which to measure the probable abilities of others.

9. The following extract from a memorandum I furnished the flag office December 28, 1908, shows briefly the main points in the provisions problem from San Francisco to Manila:

The battle ships left Frisco stocked up to their various (and varying) capacities with all kinds of provisions, whereas the *Culgoa* and *Glacier* carried a total of 1,362,000 pounds of fresh meat with another 430,000 pounds contracted for at Brisbane, the fresh meat supply was, naturally, more than sufficient to meet all demands.

With fresh potatoes it was different. Of the 500,000 pounds with which the two supply ships started from Frisco, 76,000 had been condemned by the time we reached Sydney—which, with other condemnations, and the very general unwillingness of the men to eat any dehydrated potatoes at all—made it necessary to buy 70 tons in Sydney and another 60 tons in Melbourne. The second lot was loaded on the *Culgoa* for use between Albany and Manila; but, as the *Culgoa* failed to make Albany, another 50 tons was secured there (from Perth, etc.) on a hurry order, and these with the much disliked dehydrated were used to Manila. The *Culgoa*'s cargo was served out as soon as possible after arrival; and turned out fairly well under the circumstances—though there were considerable surveys during the brief northern trip.

The provisions other than fresh lasted well, and not a single article gave out. It was not necessary to limit any ship on fresh meats except frankfurters, bolognas and pork loins which proved so popular that toward the last a distribution sheet was made out. This method had to be followed with potatoes, however, from the time of arrival at Melbourne; and, when a general account of stock was taken and a distribution sheet made out apportioning the dehydrated potatoes, their unpopularity became manifest at once. As an emergency supply a small stock of dehydrated may be advisable; but to serve them out right along as a regular part of the ration when fresh potatoes are possibly obtainable, creates real and easily avoidable discontent forward.

Several attempts were made to obtain from individual battle ships data on which supplies for the homeward cruise could be laid in. These individual estimates varied so * * *, however, * * * that the only possible information of a dependable nature which could be gotten therefrom was in the shape of a statement of the quantity of each article of provisions used in each ship during the quarter ending September 30, 1908. As these figures were not obtainable until the fleet arrived at Manila, they were, of course, useful solely in so far as they showed how far wrong the estimates had been—all arrangements having necessarily been concluded long before. Before final departure from Manila, a new form of provision report was gotten up; and now each ship has to report in writing to the commander in chief just how much of each article—fresh and nonperishable—was on board upon leaving each port. These individual reports are tabulated; and, after consolidation with the supply ships' leaving port report of cargo, show exactly the fleet supply of provisions every time the fleet sails. This information, together with the daily wireless reports of fresh provisions condemned on board all ships makes it perfectly easy for the flag officer to ascertain (by using the data obtained from actual issues during the previous quarter), at any time—at sea as well as in port—just how long the supply of provisions in the fleet will last and what transfers of provisions would be necessary in order to render the supply on board each vessel of the fleet exactly the same.

10. The several reports referred to in the memorandum just quoted, together with certain other and equally necessary restrictive rules, were subsequently covered by articles 282 to 285, inclusive, Fleet Regulations, as follows:

282. The commanding officer of each vessel (torpedo vessels and auxiliaries excepted) will submit weekly, on Monday, for the information of the commander in chief, a report signed by the commissary officer, showing in tabulated form the "bill of fare" under which the men comprising the general mess have been subsisted during the calendar week preceding. A sample form for this report will be obtained from the commander in chief.

283. In order to serve the purpose contemplated, monthly reports from ships showing the amount of money and the quantity of stores on hand on the first of each month should reach the commander in chief with as little delay as possible, and to accomplish this it is directed that such reports be made in duplicate, one copy for the division commander concerned, for his files, and the other to be sent direct to the commander in chief.

284. (a) In making the monthly report of money and stores on hand, the number of days it is calculated the stores will last must be stated. Detailed lists will not be required. The amount of cash and the amount of deposit must be separately stated; naming the depository. If there be more than one depository, the amount deposited in each must be stated. In preparing report as to clothing, climatic conditions and prospective itinerary will be taken into consideration; and special mention will be made of any individual articles the quantity of which may not be expected to last so long as is stated for the supply as a whole.

(b) Immediately before departure from any port, an itemized and alphabetically arranged list of provisions on board and fit for issue will be prepared by the pay officer and forwarded by the commanding officer as near the time of sailing as possible but

so as to be in the hands of the commander in chief before the vessel leaves port (Fleet Form No. 6). In the absence of the commander in chief, this list will be sent to the senior officer present to be forwarded to the commander in chief at the first opportunity. The record of provisions on hand being properly kept (by means of the "Daily Ration Record, S. & A. Form 26," entered absolutely up to date) an inventory should not be necessary. The information required is as to how much of each article of provisions is on board in good condition and how long each class (such as total quantity of breads of all kinds, of beverages of all kinds, of meats of all kinds, etc.) will last without materially reducing the usual bill of fare. The number of days will, therefore, be stated for each class but not for any item or items within a class; it being immaterial, for the purpose for which this particular list is intended, whether, for example, fresh beef be the only meat on hand or whether other items such as veal, bologna, corned beef, smoked, ham etc., enter into the total of the meat class. If the supply of provisions is properly assorted, the various classes may, of course, be reasonably expected to last about the same length of time—special care being exercised that no class of articles be permitted to become unduly reduced in consequence of lack of stowage space due to oversupply of articles of a different class.

285. (a) Whenever provisions are condemned by survey, immediate report thereof will be made to the commander in chief; at sea, by wireless if necessary.

(b) A copy of every approved report of survey on pay department stores (including those prescribed by article 1265, paragraph 1, Navy Regulations) will be promptly forwarded to the commander in chief.

11. The supplies obtained at Sydney and Melbourne are dwelt on in somewhat more detail in a memorandum I furnished the flag office August 29, 1908, and from which the following is quoted:

The admiral cabled John P. Bray, consul-general at Sydney, from Frisco as to obtaining English money at Sydney, Auckland, or both. The answer came back instantly that we could get all we wanted at either place and at par, Mr. Bray having arranged with the Bank of New South Wales to honor navy bills without discount, although the local rate was usually (and is now) one-eighth of 1 per cent against us. This was extremely unusual; in fact, I have never heard of a similar case. We drew for £80,000 in Auckland and £70,000 in Sydney, and, thanks to Mr. Bray, not a penny was charged for exchange.

More, the *Relief* left Auckland without paying her coal bill of £337/10. The dealer was somewhat aggravated over it and wrote for his money, particularly stipulating that he did not propose to lose anything in exchange when payment was made.

There we were:

The Revised Statutes forbade the paymaster to get a Sydney draft on Auckland, whereas a separate bill of exchange would have been hard to handle; in fact, would have been very embarrassing as the paymaster is not authorized to draw, and I should have had to do it myself.

I went to Mr. Bray, and he cheerfully got the Bank of New South Wales to direct its branch at Auckland to honor and cash at par Paymaster Sharp's New York check for \$1,142.44, the American equivalent of £337/10, although by ordinary routine the bank lost money on the exchange. That was a neat piece of work well done.

In the matter of purchases Mr. Bray did better by us than in anything else, and the work he did was the best I ever saw.

In compliance with the admiral's cabled request he sent out bids in advance and closed a bargain for delivering in Sydney on board the *Glacier* 70 tons of fresh potatoes at £7/1 per ton, and also put us in the way of purchasing in similar manner for delivery to the *Culgoa* at Melbourne in crates another 50 tons, at £7/6/6 per ton—both prices being cheaper than those at which I understand the supply ships' potatoes were purchased in the United States. This was a feat—particularly in view of the fact that the bureau had decided not to buy potatoes on Manila contract for us because the lowest bid obtained was exorbitant, nearly three times what we subsequently paid.

The coal incident was of considerably greater proportions, and was the occasion of bringing into play the consul-general's entire reserve supply of ingenuity and resourcefulness. Being situated so near the mines, Sydney seldom has on hand any great amount of coal. So, when it was found that our colliers were not coming as expected, the Chief of Staff directed me to buy 5,000 tons at once. It was quite a problem, as all the coal in Sydney was sold or bespoken, and there were three successive holidays staring us in the face. By the use of a great deal of effort, though, and considerable parleying with the local labor unions (who rule Australia with an iron hand), it was possible to obtain about 3,000 tons of "Southern" coal of a very good quality at 20

shillings per ton, and the remaining 2,000 tons of "Newcastle" at 17 shillings. Before this delivery was finished, further tardiness of our colliers became obvious, so another hurry order was issued for 8,000 tons for Melbourne delivery. Now, Melbourne is an even worse coal market (without notice) than Sydney, the mines being near enough to warrant dealers in not maintaining large stocks, but far enough away to raise the price several shillings, and also make a difference of three or four days in the delivery on urgent orders. The coal had to come, however, and so to Mr. Bray I went at noon on Sunday and we started. Without going into tiresome details, I want to say he stuck by me for ten hours on a stretch, getting the Sydney "Southern" coal manager in from his country place, repeatedly calling up the Melbourne branch by telephone, and even telegraphing to intercept the steamship *Kooringa*, some 300 miles down the coast, and diverting her with 4,500 tons from Albany, her destination, to Melbourne, where we wanted her. In addition to this the Messageries Maritimes, the Peninsular and Oriental Line and other large customers were induced to release all the coal they possibly could spare under their standing contracts with the "Southern" Company, both at Sydney and Melbourne, so that the entire quantity was obtained; 1,180 tons at Sydney (at 20 shillings per ton) and the remainder at Melbourne, at 25 shillings per ton—prices which were assuredly most reasonable under the circumstances, particularly when it is remembered that we had to have the coal and the coal men knew it.

There were a number of other and less noteworthy purchases necessary, in making all of which the consul-general gave constant, cheerful, and effective help, either in person or through his assistant, Mr. Frederick Dawson, who gave up his entire time to the work and whose services were absolutely invaluable.

12. The following memorandum and exhibits show how early a start was made toward properly fitting out for the homeward voyage:

MEMORANDUM FOR THE CHIEF OF STAFF.

Referring to commander in chief's signal of July 28, 1908, relating to supplies of fresh and dehydrated potatoes and onions on board the various vessels of the fleet, attention is respectfully invited to the accompanying exhibits, as follows:

(a) Tabulation of replies, showing amount on each vessel, and estimated number of days supply will last.

(b) Table showing one day's supply needed by each vessel, and by the fleet as a unit.

(c) Table showing total available supply in the fleet and on supply ships, and the period this supply will last if properly apportioned.

From all of which I draw the conclusion that, not allowing for surveys and taking for granted that the dehydrated will be found satisfactory, we ought not to have to buy any onions before reaching Manila, and that if necessary to buy potatoes it ought to be only six days' supply—100,000 pounds. If this is to be done, in the interest of economy, and to give the Chief of Staff control over the commissary situation in the fleet, it will be necessary before arrival at Auckland to prevent any one or any few ships from taking an unduly large proportion of the potatoes and onions on the supply ships, and, if you think well of it, I shall work out a schedule apportioning both the fresh and dehydrated potatoes among the ships, showing how much total they can draw between now and the time they reach Manila.

By the way, I think an order might well be issued prohibiting any vessel from taking on board any quantity of any kind of provisions in excess of what may be reasonably expected to a little more than last to the next port, because, first, perishable stores will keep much better in bulk undisturbed on the supply ships than they will in smaller quantities moved around from time to time in the cold storage compartment on board a battle ship; and, second, it is out of the question to even try adequately to provide for a fleet, especially in tropical climates and with highly perishable provisions, if any ship is to be allowed to draw fresh provisions in excess of its reasonable needs for the time being and the journey in prospect.

Inasmuch as large surveys of potatoes might occur in consequence of the quantities carried by several of the battle ships, it is estimated that the quantity of potatoes necessary to be purchased in Australia may run up to from ten to fifteen days' supply, or from 160,000 to 240,000 pounds. If so, I think arrangements had better be made to buy some such quantity at either Sydney or Melbourne; and, if you think well of it, I shall take the matter up with the United States consul immediately upon arrival at Auckland.

S. McG.

U. S. S. CONNECTICUT,
July 30, 1908.

Tabulation of replies to commander in chief's signal of July 28, 1908.

Ship.	Fresh potatoes.	Dehy- drated powdered potatoes.	Dehy- drated sliced potatoes.	Total days' potatoes.	Fresh onions.	Dehy- drated onions.	Total days' onions.
Connecticut.....	20,000	5,000	30	600			10
Georgia.....	11,000	3,510	21	700			21
Illinois.....	16,000	2,000	^a 24	1,500	390		20
Kansas.....	12,000	1,020	20	4,000			15
Kearsarge.....	11,000	1,800	19		168		60
Kentucky.....	14,000	3,510	32	1,500			10
Louisiana.....	14,000	3,900	24	2,000	540		72
Minnesota.....	5,000	7,590	19	1,000			19
Missouri.....	20,000	1,000	25	2,000			15
Nebraska.....	12,000	2,100	23	900			9
New Jersey.....	16,000	2,580	25	1,200			12
Ohio.....	13,000	480	25				
Rhode Island.....	12,000	1,038	29	400			10
Vermont.....	9,000	3,000	^a 28	200			12
Virginia.....	12,000	14,000	82	1,200			12
Wisconsin.....	10,000	1,064	^a 23	1,200			16
Total.....	207,000	1,038	55,554		18,400	1,098	

^a Computed from amount of fresh potatoes used daily.

Deduced from replies to commander in chief's signal of July 28, 1908.

[One day's supply.]

Ship.	Fresh potatoes.	Fresh onions.
Connecticut.....	Pounds. 1,333	Pounds. 60
Georgia.....	1,192	33
Illinois.....	1,000	98
Kansas.....	804	266
Kearsarge.....	957	42
Kentucky.....	873	150
Louisiana.....	1,233	140
Minnesota.....	1,861	52
Missouri.....	960	133
Nebraska.....	887	100
New Jersey.....	1,053	100
Ohio.....	597	
Rhode Island.....	1,077	40
Vermont.....	750	16
Virginia.....	829	100
Wisconsin.....	625	75
Total.....	16,031	1,405

NOTE.—In making this table the following equivalents have been used: 1 pound powdered dehydrated potatoes equals 7 pounds fresh potatoes. 1 pound sliced dehydrated potatoes equals 4 pounds fresh potatoes. 1 pound dehydrated onions equals 15 pounds fresh onions.

There are obvious errors in the above, some reports being over stated and some under. For example, one vessel reports more than twice the amount of potatoes used by a sister ship; one vessel reports a daily consumption of 266 pounds of onions, another reports none used. How much of this variation is actual and how much due to erroneous computation I am unable to say; but I fancy the signaling figures largely in the cause for the inaccuracy. It is believed, however, that the total represents a fair average of the daily amounts used in the fleet.

Available supply of fresh and dehydrated potatoes and onions in the fleet and on supply ships July 28, 1908, expressed in fresh units, and the period this supply will last if properly apportioned.

POTATOES.

	Pounds.
On battle ships.....	436,482
On Culgoa.....	203,420
On Glacier.....	287,000
Total.....	<i>a</i> 926,902

ONIONS.

On battle ships.....	34,870
On Culgoa.....	22,980
On Glacier.....	44,200
Total.....	<i>b</i> 102,050

To reach Manila, it is necessary to provide for sixty-three days' supply, as follows:

	Days.
July 29-31.....	3
August (1 day out).....	30
September.....	30
Total.....	63

13. The following order was subsequently issued:

U. S. S. CONNECTICUT (FLAGSHIP),
Auckland, New Zealand, August 20, 1908.

Issuing schedule—Auckland to Albany, inclusive.

Ship.	<i>May draw from supply ships fresh potatoes, not to exceed:</i>	<i>Must draw dehydrated potatoes as indicated.</i>
	<i>Pounds.</i>	<i>Pounds.</i>
Connecticut.....	34,000	300 from Minnesota.
Kansas.....	37,000	3,800 from Glacier.
Minnesota.....	49,000	2,200 to Connecticut, Vermont.
Vermont.....	40,000	1,800 from Minnesota.
Georgia.....	38,000	1,300 from Glacier.
Nebraska.....	37,000	2,700 from Glacier.
New Jersey.....	33,000	2,300 from Glacier.
Rhode Island.....	37,000	500 from Culgoa (if needed).
Louisiana.....	40,000	1,400 from Virginia.
Virginia.....	37,000	9,200 to Louisiana, Missouri, Ohio.
Missouri.....	24,000	3,300 from Virginia.
Ohio.....	31,000	3,900 from Virginia.
Wisconsin.....	34,000	3,300 from Culgoa.
Illinois.....	28,000	2,300 from Culgoa.
Kea-sarge.....	33,000	2,500 from Culgoa.
Kentucky.....	30,000	800 from Culgoa.
Total.....	562,000	29,700

Respectfully forwarded to the commanding officer for his information and guidance.
By direction of the commander in chief:

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

a Fifty-seven days' supply.

b Seventy-two days' supply.

14. In order to find out exactly where we stood as to provisions for the homeward cruise, the following was sent soon after leaving Albany, West Australia:

MEMORANDUM FOR THE CHIEF OF STAFF.

I believe there is a general misapprehension as to the provision storage capacity of various ships; that is to say, that many of the ships can, or do, take on board much greater quantities than is realized here or in the bureau.

There would appear to be, moreover, a very great and largely unnecessary disparity between the storage capacities of different ships of exactly the same class.

It is, of course, necessary on arrival at Manila to know exactly what we have to figure on, the whole supply-ship question for five months to come, including the movements of the *Glacier*, *Culgoa*, and *Celtic*, being dependent thereon.

While we have had several sets of figures along one or more of the lines hereinafter indicated, the disparity between statements of amounts on hand and estimates, and the discrepancies between two estimates for practically the same thing for the same ship made at different times, have been so irreconcilable that I deem it absolutely essential that something like the following wireless be sent the fleet now, in order that various commissary officers may have ample opportunity during the next ten days to go thoroughly into this question, and give us all the information in such shape that we can use it for practical purposes:

"To the fleet: Forward to the commander in chief by first guardboat after arrival at Manila statement signed by commissary officer showing in alphabetical order amount of each article of provisions issued during quarter ended September 30; amount of each on hand September 30, by actual inventory; number of days each will last; quantity of each article additional thereto needed to last until December 1; further quantity needed to last December 1 to February 22, inclusive; capacity of storage spaces for each article when filled to utmost, expressed in quantities and also in days. Acknowledge receipt of wireless, stating whether entirely understood."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Manila, September 21, 1908.

15. From the answers to the wireless general signal consequently sent, the following tabulated information was compiled:

OPERATIONS OF PAY DEPARTMENT OF ATLANTIC FLEET.

29

Assets.		Stowage capacity (estimated maximum).		Quantities used by battle ships.			
		Unit.	Article.	On battle ships Sept. 30, 1908, per statements of individual commissary officers.	On supply ships Sept. 30, 1908, per cargo reports.	Ordered for Cavite deliveries.	Total assets.
			Vegetables, fresh:				
			Onions.	300	138,480	80,000	80,300
			Potatoes.	22,500	138,480	1,480,000	1,640,980
			Total.	22,800	138,480	1,560,000	1,721,280
			Vegetables, tinned:				
			Beans, Lima.	5,973	10,240	10,000	26,222
			Beans, string.	52,778	12,929	10,000	75,707
			Corn.	13,535	58,334	20,000	91,869
			Pease.	17,500	54,025	.....	28,020
			Tomatoes.	63,803	179,617	243,420	71,525
			Total.	153,589	315,154	40,000	508,743
			Miscellaneous:				
			Baking powder.	4,889	1,440	5,000	11,329
			Butter.	40,093	42,984	190,000	273,077
			Catsup.	932	2,577	4,500	8,009
			Cheese.	4,055	13,843	12,000	29,898
			Extracts.	365	87	4,000	4,452
			Hops.	2,195	310	4,000	6,505
			Lard.	40,678	52,000	100,000	192,758
			Macaroni.	22,175	4,850	12,000	39,025
			Mustard.	4,569	.....	4,000	8,569
			Nuts, mixed.	100	4,325	.....	4,425
			Pepper.	3,792	.....	4,000	7,792
			Pickles.	14,374	5,144	25,000	44,518
			Salt.	35,562	45,772	80,000	161,334
			Sauerkraut.	2,598	23,143	20,000	45,741
			Sugar.	107,381	219,524	300,000	626,905
			Sirup.	4,055	4,185	6,000	14,240
			Truegg.	9,885	8,940	10,200	29,025
			Vinegar.	4,337	1,056	3,200	8,593

OPERATIONS OF PAY DEPARTMENT OF ATLANTIC FLEET.

31

Article.	Unit.	Estimates by fleet paymaster of requirements of battle ships (proportionate to quantities used July 1 to Sept. 30, 1908).				Excess of assets over quantities required (from estimates by individual commissary officers).
		Oct. 1 to Nov. 30, 1908 (61 days).	Dec. 1, 1908, to Jan. 31, 1909 (62 days).	Feb. 1 to Feb. 25, 1909 (25 days).	Total Oct. 1, 1908, to Feb. 25, 1909 (148 days).	
Beverages:						
Cocoa.	Pounds.	3,050	3,100	7,400	30,350	6,700
Coffee.		54,900	55,800	133,200	79,815	17,970
Tea.		5,490	5,580	13,320	20,835	158,845
Total.		63,440	64,480	26,000	153,920	21,942
Bread:						
Biscuit.	do.	1,830	1,860	750	4,440	1,600
Corn meal.	do.	9,150	9,300	3,750	22,290	4,700
Flour, wheat.	do.	689,300	700,600	282,500	1,672,400	375,800
Total.	do.	700,280	711,760	287,000	1,699,040	382,100
Cereals and starch foods:						
Barley.	do.	1,525	1,550	625	3,700	-1,631
Cornstarch.	do.	3,050	3,100	1,250	7,400	500
Hominy.	do.	2,440	2,480	1,000	5,920	1,380
Oatmeal.	do.	5,490	5,580	2,250	13,320	900
Oats, rolled.	do.	5,490	5,580	2,250	13,320	4,000
Rice.	do.	25,620	36,040	10,500	72,160	3,432
Tapioca.	do.	2,440	2,480	1,000	5,920	3,000
Total.	do.	46,055	56,810	18,875	121,740	13,729
Fruits, dried:						
Apples.	do.	15,250	15,500	6,250	37,000	9,755
Peaches.	do.	6,710	6,820	2,750	16,280	5,962
Prunes.	do.	7,625	7,750	3,125	18,500	25,910
Raisins.	do.	3,050	3,100	1,250	7,400	6,607
Total.	do.	32,635	33,170	13,375	79,180	48,234
Fruits, preserved:						
Fruit butter.	do.	1,525	1,550	625	3,700	2,694
Jam.	do.	12,200	12,400	5,000	29,600	120
Jelly.	do.	13,725	13,750	5,625	33,300	2,814
Total.	do.	49,930	50,000	16,760	8,170	16,760

Article.	Unit.	Estimates by fleet paymaster of requirements of battle ships (proportionate to quantities used July 1 to Sept. 30, 1908).			Excess of assets over quantities required as estimated by fleet paymaster.	Estimates by individual commissary officers of requirements of battle ships additional to quantities on board Sept. 30, 1908.	Total, including quantities on battle ships, Sept. 30, 1908.	Excess of assets over quantities required (from estimates by individual commissary officers).
		Oct. 1 to Nov. 30, 1908 (61 days).	Dec. 1, 1908, to Jan. 31, 1909 (62 days).	Feb. 1 to Feb. 25, 1909 (25 days).		Oct. 1 to Nov. 30, 1908 (61 days).	Dec. 1, 1908, to Feb. 22, 1909 (84 days).	
Fruits, tinned:								
Apricots...		7,750	3,125	18,500	32,377	6,776	17,068	23,844
Peaches...		28,830	11,625	68,820	124,828	23,529	67,630	93,159
Pears...		22,530	9,125	53,820	43,505			
Total....		58,155	59,110	23,875	141,140	201,710	30,305	86,698
Meats, fresh:								
Beef		516,365	524,830	211,625	250,541	525,676	768,500	1,330,929
do		24,400	24,800	10,000	—3,621	22,600	42,500	65,590
Fowl (chicken and turkey)		21,960	22,320	9,000	53,280	23,114	39,250	62,143
Mutton.		101,870	103,540	41,750	247,160	86,114	68,000	97,000
Pork loins...		25,620	26,040	10,500	62,160	42,115	35,700	64,825
Pork sausage...		57,340	58,280	23,500	139,120	31,915	53,800	192,000
Total....		747,555	759,810	306,375	1,813,740	430,181	720,901	1,121,150
Meats, preserved:								
Bacon...		70,150	71,300	28,750	170,200	—36,124	8,796	36,460
do		68,170	69,140	24,250	161,560	48,269	12,200	58,414
Beef, corned		12,200	12,400	5,000	29,600	6,523	1,400	6,600
Beef, chipped...		9,455	9,510	3,875	22,840	34,507	2,440	13,890
Ham, tinned...		610	620	250	1,480	6,829	1,000	1,500
Head-cheese...		14,640	14,880	6,000	35,520	89,845	5,680	21,300
Total....		175,225	177,850	68,125	421,200	149,849	31,516	138,164
Meats, salt:								
Pork....		28,670	29,140	11,750	69,560	38,544	5,600	27,900
Total....		28,670	29,140	11,750	69,560	38,544	5,600	27,900
Meats, smoked:								
Ham...		81,435	82,770	33,375	197,580	128,447	59,516	114,700
do		7,320	7,440	3,000	17,760	7,926	5,150	9,950
Bologna...		24,705	25,110	10,125	29,940	35,785	23,950	37,200
Total....		113,460	115,320	46,500	275,280	172,158	88,616	161,850

OPERATIONS OF PAY DEPARTMENT OF ATLANTIC FLEET.

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Milk:	Condensed	50,525	51,150	20,625	122,100	21,918	67,577	89,495	150,898	83,662
	Evaporated (cream)	5,795	5,890	2,375	14,060	48,505	9,822	16,450	24,024	38,541
Total...		56,120	57,040	23,000	136,160	160,965	28,546	77,399	105,945	122,203
Vegetables, dried:										
Beans, navy...	Gallons	32,635	33,170	13,375	79,180	-31,840	4,289	14,585	18,874	32,881
Beans, Lima...		3,660	3,720	1,500	8,880	16,713	5,217	5,163	6,380	9,720
Pease...		610	620	250	1,480	-262	330	970	1,300	2,490
Total...		36,905	37,510	15,125	89,540	-15,389	5,836	20,718	26,554	45,071
Vegetables, fresh:										
Onions...	Pounds	28,060	28,520	11,500	68,080	12,220	42,500	63,000	105,500	105,800
Potatoes...		829,600	843,200	240,000	2,012,800	-371,820	718,800	1,103,200	1,822,000	1,844,500
Total...		857,660	871,720	351,900	2,081,280	-360,000	761,300	1,166,200	1,927,500	1,950,300
Vegetables, tinned:										
Beans, Lima...	do.	2,745	12,790	1,125	6,660	19,562	3,000	8,400	11,400	13,373
Beans, string...		28,365	28,830	11,625	68,820	6,887	6,336	38,000	44,336	97,114
Corn...	do.	15,250	15,500	6,250	37,000	54,869	10,559	34,887	45,446	58,981
Pease...		17,385	17,670	7,125	42,180	29,345	5,400	22,517	27,917	45,417
Tomatoes		55,510	56,420	22,750	134,680	108,740	28,195	72,642	100,837	168,640
Total...		119,255	121,210	48,875	289,340	210,403	53,490	176,446	229,936	383,525
Miscellaneous:										
Baking powder...	do.	1,830	1,860	750	4,440	6,889	1,340	3,513	4,853	9,742
Butter...	do.	73,200	74,400	30,000	177,600	95,477	36,312	107,506	143,818	183,911
Catsup...	Gallons	1,220	1,240	500	2,960	5,049	1,320	9,999	3,319	4,251
Cheese...	Pounds	6,405	6,510	2,625	16,640	14,358	4,040	9,560	13,600	17,655
Extracts...	Gallons	305	310	125	740	3,712	59	113	172	537
Hops...	Pounds	610	620	250	1,480	5,025	50	490	540	2,735
Lard...	do.	28,975	29,450	11,875	70,300	122,458	11,143	39,925	51,065	91,743
Macaroni...	do.	6,710	3,880	2,750	16,280	22,745	4,800	12,800	17,600	39,775
Mustard...	do.	610	620	250	1,480	7,089	25	350	375	4,944
Nuts, mixed...	do.	915	930	375	2,220	2,205	200	1,900	2,100	2,200
Pepper...	do.	1,220	1,240	500	2,960	4,832	100	1,130	1,230	5,022
Pickles...	do.	8,233	8,370	3,375	19,980	24,538	3,692	11,560	15,252	29,626
Salt...	do.	23,485	23,870	9,625	56,980	104,354	8,600	34,532	40,132	75,694
Sauerkraut...	do.	14,640	14,880	6,000	35,520	10,221	5,600	14,400	20,000	22,598
Sugar...	do.	177,990	185,880	72,250	436,120	190,775	89,367	270,433	359,800	467,181
Sirup...	Gallons	1,830	1,860	3,750	4,440	9,800	542	2,209	2,751	6,806
Truegg...	do.	8,235	8,370	1,860	9,045	3,055	8,320	11,375	21,260	7,765
Vinegar...	do.	1,830	1,860	750	4,440	4,153	320	2,277	2,597	6,934

16. The importance of the question of cold-storage capacity became so manifest at Manila that the following correspondence occurred:

MEMORANDUM FOR THE CHIEF OF STAFF.

As we shall need every inch of cold-storage space during the forthcoming voyage to Gibraltar and particularly for the purpose of emphasizing this need of finding out where and when the *Culgoa* will have to go in the Mediterranean and at the same time securing exact information which I understand will shortly be needed for embodiment in report to the department, I suggest the following wireless to the fleet:

"Report immediately by wireless total cubic capacity of cold-storage space and total number of days fresh meat can be carried; also what portion thereof is allotted to the commissary department and what proportion of all cold-storage provisions consumed by officers' messes other than flag officer's and captain's is usually supplied at sea by the commissary department."

These questions are, with the admiral's approval, included in the official memorandum accompanying my inspection report of the commissary department of every vessel. Owing to causes entirely beyond my control, however (target practice, etc.), I have not been able to get all around the fleet; and, unless I have miraculously good luck, I shall not be able to go to all the ships before leaving Manila.

I have found out enough, though, to know that there is the greatest possible variation in the allotment—and hence considerable disparity in the carrying capacity—of different ships of the same class, the *Connecticut* commissary department, for example, carrying about 25 per cent more fresh stuff by using the officers' space than the *Kansas* accommodates without them.

While this question of distribution is, of course, an important one, my special interest is in the matter of uniformity—that is to say, what the very best commissary department can and does do with a given space every other commissary department on ships of identical type ought, in my humble judgment, to be made to do equally well with the same facilities.

S. McG.

Tabulation of answers.

Ship.	(a.)	(b.)	(c.)	(d.)
	Cu. feet.	Days.	Cu. feet.	Per cent.
Connecticut.....	2,081	30	1,281	12½
Kansas.....	1,731	15	865½	80
Minnesota.....	2,132	22	1,066	90
Vermont.....	1,876	21	924	8
Georgia.....	1,400	20	.....	8
Nebraska.....	900	18	600	15
New Jersey.....	1,585	24	1,230	100
Rhode Island.....	1,408	20	1,211	100
Louisiana.....	2,070	27	1,035	5
Virginia.....	1,575	20	.....	.....
Missouri.....	1,165	25	712	80
Ohio.....	1,026	12	793	3
Wisconsin.....	9,283	14	797	100
Illinois.....	541	17	380	100
Kearsarge.....	426	11	149	.....
Kentucky.....	644	18	473	75

17. The following order was promulgated soon after the ships returned from Japan:

U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, P. I., November 7, 1908.

SIR: Please direct the pay officer of the vessel under your command to submit at once, through the commander in chief, requisition on the general storekeeper, naval station, Cavite, for fresh provisions and sea stores needed upon departure from this port December 1, 1908, the quantities to be in each case sufficient to fill all stowage spaces to their utmost capacity, same to be taken on board as soon and as expeditiously as possible.

2. Fresh beef, mutton, pork sausage, and pork loins will, as far as practicable, be drawn from the supply ship *Culgoa* until November 22; other articles of fresh provisions from the local contractors, who, after November 22, will make all deliveries of fresh provisions.

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

18. The dispatch with which all stores, including provisions, had to be delivered by the Cavite yard authorities is shown by the following order:

U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, P. I., November 19, 1908.

Memorandum for commanding officers.

The following schedule of dates for receiving coal, water, stores and provisions, and frozen meats is announced. It is liable to change due to unforeseen circumstances.

Ship.	Coal.	Water.	Stores and provisions.	Frozen meats.
Connecticut.....	November 20-21.....	November 25.....	November 24.....	November 22, 5.30 a. m.
Kansas.....	November 23.....	November 21.....	November 23.....	November 25, 5.30 a. m.
Minnesota.....	November 24.....	November 24.....	.....do.....	November 25, 6.30 a. m.
Vermont.....	November 23.....	.....	November 24.....	November 27, 5.30 a. m.
Georgia.....	November 27.....	November 19.....	November 19.....	November 27, 6.30 a. m.
Nebraska.....	November 24.....	.....	November 25.....	November 27, 5.30 a. m.
New Jersey.....	.....do.....	November 26.....	November 19.....	November 27, 6.30 a. m.
Rhode Island.....	November 26.....	November 23.....	November 25.....	November 25, 5.30 a. m.
Louisiana.....	November 27.....	November 27.....	November 23.....	November 23, 5.30 a. m.
Virginia.....	November 28-29.....	.....	November 22.....	November 27, 5.30 a. m.
Missouri.....	November 25.....	November 26.....	November 25.....	November 28, 5.30 a. m.
Ohio.....	November 26.....	.....	.....	November 28, 8.30 a. m.
Wisconsin.....	November 24.....	November 22.....	November 22.....	November 22, 6.30 a. m.
Illinois.....	November 28.....	November 28.....	November 27.....	November 27, 6.30 a. m.
Kearsarge.....	.....do.....	.....	.....do.....	November 27, 5.30 a. m.
Kentucky.....	November 27.....	.....	November 26.....	November 26, 5.30 a. m.
Yankton.....	.....do.....	.....	November 28.....	November 28, 5.30 a. m.

COAL.

The *Kansas*, *New Jersey*, *Louisiana*, and *Missouri* will coal from colliers; other vessels of fleet will coal from lighters. Vessels coaling from lighters will signal for a tug to remove them one-half an hour before the estimated hour of discharge.

WATER.

Water will be supplied by the *Iris*.

STORES (ALL DEPARTMENTS) AND PROVISIONS.

Each ship to receive stores will send two yeomen to report to the general storekeeper at 4 p. m. to check stores until midnight of the day before the date scheduled above for the delivery of same.

Commanding officers will assist the general storekeeper with necessary working parties in charge of midshipmen or warrant officers.

FROZEN MEATS.

Frozen meats will be delivered alongside at 5.30 a. m. or 6.30 a. m., as scheduled. There must be no delay in receiving frozen meats. Cargo nets should be at hand and all preparations made for quick discharge.

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

19. Despite all disadvantages, however, the fleet was, in general, well stocked up for the homeward voyage, as is shown by the following correspondence:

MEMORANDUM FOR THE CHIEF OF STAFF.

I am handing you herewith three pages of recapitulation of provision reports showing in detail just what we now have afloat and how we stand.

Without unusually large surveys, the supply of fresh meat will last into Negro Bay with a few thousand pounds over. The supply of fresh vegetables is sufficient to last all ships until they reach the Mediterranean ports to which assigned; other articles in abundance.

According to my figures, about 270,000 pounds of fresh potatoes in all will have to be bought in Mediterranean ports to piece out until we meet the *Celtic* at Negro Bay.

I think these can most probably be obtained to best advantage in comparatively small quantities in the several individual ports where the battle ships may be, and I suggest that orders be issued to that effect, it being made plain that we have a line on exactly what they need and that no other purchases will be permitted except in case of unavoidable emergency, the nature of which shall in every case be reported to the commander in chief (this in order to keep the commissary stewards' wings clipped just as close as they are now, and I think they are pretty close). If this meets with your approval, I suggest that further directions be given to the effect that in any one port one pay officer shall, under the direction of the senior officer present, do all the purchasing for the ships present in order that equally low prices may be obtained for all such ships.

If you care for it, I shall make up a proposed allotment sheet of fresh meats and fresh potatoes from now on to Negro Bay. Unless this is done in the very near future, some ships will probably draw more than their shares, while others will, in consequence, have to go hungry.

In this connection I would further suggest that the battle ships be directed to draw provisions at Colombo to last them to Port Said and at Port Said all they are going to get from the supply ship till arrival at Negro Bay. They can carry enough, and they will, too, if ordered to. Those cold-storage reports do not show such to be the case; but the run from Honolulu to Auckland, plus subsequent systematization, does.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. Connecticut (Flagship),
At sea, en route for Colombo, December 5, 1908.

United States Atlantic Fleet.

Amounts of provisions on hand December 1, 1908 (leaving Manila), and required to January 31, 1909 (arriving at Negro Bay).

Article or class. ^a	Unit.	Amount required.	Amount on battle ships. ^b	Amount on Culgoa. ^b	Excess or deficiency.
Beverages.....	Pound.....	70,928	109,359	68,858	107,289
Breads.....	do.....	782,936	1,197,843	731,400	1,146,307
Cereals and starch foods.....	do.....	62,491	91,422	88,384	117,315
Fruits.....	do.....	116,853	227,096	117,404	227,647
Meats, except fresh.....	do.....	364,032	487,462	205,375	328,805
Meats, fresh.....	do.....	826,300	235,300	616,571	25,571
Milk.....	do.....	62,744	113,229	63,961	114,546
Vegetables, except potatoes ^c	do.....	206,384	422,520	116,072	332,208
Potatoes, fresh.....	do.....	927,100	351,100	307,200	-268,800
Baking powder.....	do.....	2,046	6,296	200	4,450
Butter.....	do.....	81,840	122,104	50,000	90,264
Catsup.....	Gallon.....	1,364	2,622	.....	1,258
Cheese.....	Pound.....	7,161	7,377	4,724	4,940
Extracts.....	Gallon.....	341	309	22	-10
Hops.....	Pound.....	682	4,186	420	3,918
Lard.....	do.....	32,395	62,961	68,840	99,406
Macaroni.....	do.....	7,502	28,268	.....	20,766
Mustard.....	do.....	682	4,420	.....	3,738
Pepper.....	do.....	1,364	4,510	.....	3,146
Pickles.....	do.....	9,207	16,488	1,000	8,281
Salt.....	do.....	26,257	49,871	20,150	43,764
Sauerkraut.....	do.....	16,368	10,772	12,354	6,758
Sirup.....	Gallon.....	2,046	5,124	1,008	4,086
Sugar.....	Pound.....	204,468	280,753	241,582	317,866
Vinegar.....	Gallon.....	2,046	4,365	210	2,529

^a Requirements estimated on basis of actual expenditures first quarter, 1909, 10 per cent being added to cover errors, losses, and issues to auxiliaries.

^b Amounts on battle ships and Culgoa obtained from provision reports on leaving Manila; no reports having been received from Illinois and Kearsarge, it is assumed that their amounts on hand are identical with those of the Wisconsin and Kentucky, respectively.

^c Dehydrated vegetables are ignored.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Colombo, December 4, 1908.

United States Atlantic Fleet.

FRESH MEATS.

Statement of amounts on hand December 1, 1908 (departure from Manila), and required to January 31, 1909 (arrival at Negro Bay).^a

Ship.	Number persons on board, per last report dated Oct. 31, 1908.	Maximum stowage capacity, per commissary officers' reports dated Oct. 1, 1908.	Quantity on board Dec. 1, from signed provision reports.	Total amount requirements Dec. 1-Jan. 31, estimated by fleet paymaster on basis of actual expenditures first quarter, 1909.	Additional amount required to reach Negro Bay over amounts on battle ships.
Connecticut.....	903	<i>Pounds.</i> 25,000	<i>Pounds.</i> 14,400	<i>Pounds.</i> 54,600	<i>Pounds.</i> 40,200
Vermont.....	814	14,000	15,600	55,200	59,600
Kansas.....	791	15,000	14,100	52,600	38,500
Minnesota.....	864	25,000	11,300	50,700	39,400
Georgia.....	795	23,000	18,000	49,800	31,800
Nebraska.....	798	8,000	15,900	43,500	27,600
New Jersey.....	787	18,550	18,200	48,400	30,200
Rhode Island.....	806	16,600	14,100	43,200	29,100
Louisiana.....	850	22,800	16,100	64,500	48,400
Virginia.....	805	25,000	18,000	41,100	23,100
Missouri.....	723	20,000	21,400	48,000	26,600
Ohio.....	714	30,800	12,000	57,300	45,300
Wisconsin.....	693	12,000	10,900	36,700	25,800
Illinois.....	693	10,300	^a 11,000	41,400	30,400
Kearsarge.....	679	10,000	^a 11,400	25,500	14,100
Kentucky.....	707	12,900	12,900	38,700	25,800
Total.....	12,440	287,300	235,300	751,200	515,900
10 per cent additional to cover issues to auxiliaries, errors, and surveys.....				75,100	75,100
Amount on Culgoa.....				826,300	591,000
Excess.....					616,571
					25,571

^a Reported by wireless December 3.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Colombo, December 4, 1908.

United States Atlantic Fleet.

FRESH POTATOES.

Statement of amounts on hand December 1, 1908 (departure from Manila), and required to January 31, 1909 (arrival at Negro Bay).^a

Ship.	Number persons on board, per last report dated Oct. 31, 1908.	Maximum stowage capacity, per commissary officers' reports dated Oct. 1, 1908.	Quantity on board Dec. 1, from signed provision reports.	Total amount requirements Dec. 1-Jan. 31, estimated by fleet paymaster on basis of actual expenditures first quarter, 1909.	Additional amount required to reach Negro Bay over amounts on battle ships.
Connecticut.....	903	45,000	21,000	74,000	53,000
Vermont.....	814	10,000	12,500	65,000	52,500
Kansas.....	791	30,000	13,000	42,800	29,800
Minnesota.....	864	66,000	16,000	69,400	53,400
Georgia.....	795	25,000	22,000	47,400	25,400
Nebraska.....	796	20,000	18,000	45,200	30,200
New Jersey.....	787	20,000	18,000	47,000	29,000
Rhode Island.....	806	50,000	34,000	58,400	24,400
Louisiana.....	868	50,000	40,000	52,700	12,700
Virginia.....	805	33,000	25,000	48,800	23,800
Missouri.....	723	40,000	22,000	56,800	34,800
Ohio.....	714	40,000	30,000	46,900	16,900
Wisconsin.....	693	20,000	17,000	28,600	11,600
Illinois.....	693	20,000	^a 20,000	53,700	33,700
Kearsarge.....	679	20,000	^a 30,000	48,500	18,500
Kentucky.....	707	14,000	15,000	57,800	42,200
Total.....	12,440	505,000	361,100	842,800	491,700
10 per cent additional to cover issues to auxiliaries, errors, and surveys.....				84,300	84,300
Amount on Culgoa.....					307,200
Deficiency.....					268,800

^a Reported by wireless December 3.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Colombo, December 4, 1908.

U. S. S. CONNECTICUT (FLAGSHIP),
En route, Manila to Colombo,
December 12, 1908.

SIR: The following total quantities of fresh provisions will be drawn from the supply ship *Culgoa* in the ports of Colombo and Suez:

Ship.	Fresh meats.	Fresh potatoes.
Connecticut.....	Pounds. 45,700	Pounds. 33,000
Vermont.....	45,100	35,000
Kansas.....	43,800	18,000
Minnesota.....	44,500	35,000
Georgia.....	36,800	13,500
Nebraska.....	32,000	18,500
New Jersey.....	35,000	17,000
Rhode Island.....	33,400	10,000
Louisiana.....	54,900	.....
Virginia.....	27,200	11,500
Missouri.....	31,400	18,500
Ohio.....	51,000	4,000
Wisconsin.....	29,500	15,000
Illinois.....	34,500	21,500
Kearsarge.....	16,700	17,500
Kentucky.....	29,700	27,500

2. As the *Culgoa* will part company with the fleet at Suez, each battle ship (except the *Wisconsin*, *Illinois*, and *Kearsarge*, which will be with the *Culgoa* again at Naples, from which port she will sail for the United States January 24) will, before leaving Suez, take from the *Culgoa* sufficient provisions, other than fresh, to last until February 22, 1909, the above allotment of fresh meats being estimated (on basis of issue for first quarter, 1909) as enough to last until arrival at Negro Bay, and of fresh potatoes enough to last into the various Mediterranean ports to which the several vessels are ordered.

3. The *Wisconsin*, *Illinois*, and *Kearsarge* will take from the *Culgoa*, before she leaves Naples, sufficient provisions, other than fresh, to last until February 22, 1909. Part of the fresh meats above allotted to these vessels may be drawn at Naples, if preferred.

4. It will be necessary to purchase potatoes in Mediterranean ports; but all such purchases will be limited to the quantity necessary to last until arrival at Negro Bay, and no other purchases will in any case be made except in actual and unavoidable emergency, the nature of which will be immediately reported to the commander in chief by the officer authorizing same.

Respectfully,

C. S. SPERRY,
Rear-Admiral, U. S. Navy,
Commander in Chief U. S. Atlantic Fleet.

THE COMMANDING OFFICER.

20. The following tabulation of reports on leaving Colombo shows quantities of principal items on board battle ships and on the supply ship *Culgoa*; the requirements of the fleet from December 20, 1908 (leaving Colombo), to January 31, 1909 (arriving at Negro Bay); also the excess (+) or deficiency (-) in supply of principal items of provisions:

Ship.	Bever-ages.	Breads.	Cereals.	Fruits.	Meats, except fresh.	Meats, fresh.	Vegetables; except potatoes.
Connecticut.....	<i>Pounds.</i> 7,480	<i>Pounds.</i> 56,550	<i>Pounds.</i> 3,700	<i>Pounds.</i> 8,084	<i>Pounds.</i> 19,774	<i>Pounds.</i> 19,699	<i>Pounds.</i> 16,999
Vermont.....	6,475	38,509	7,660	7,852	10,337	19,168	14,720
Kansas.....	7,185	80,525	5,410	7,905	55,126	13,700	18,113
Minnesota.....	6,314	62,900	2,155	17,595	17,270	16,910	22,030
Georgia.....	7,605	73,425	5,400	15,673	16,152	14,725	19,628
Nebraska.....	9,020	58,755	4,200	11,320	23,954	15,200	22,068
New Jersey <i>a</i>	6,575	74,304	6,990	18,911	29,729	18,233	27,851
Rhode Island.....	6,725	80,300	1,900	20,824	32,819	16,333	21,459
Louisiana.....	5,940	96,200	3,130	16,170	30,288	17,500	22,852
Virginia.....	7,041	62,830	9,800	10,796	10,388	16,585	25,091
Missouri.....	4,510	45,719	9,445	9,616	24,049	14,807	10,545
Ohio <i>b</i>	6,520	29,925	5,778	7,814	12,265	10,967	12,524
Wisconsin.....	6,550	80,008	4,218	11,378	23,603	8,740	41,750
Illinois.....	5,585	78,915	3,464	10,900	27,219	11,639	14,002
Kearsarge.....	6,654	37,304	2,600	7,582	23,253	11,282	14,000
Kentueky.....	4,870	54,200	5,530	17,274	26,584	12,768	22,740
Total quantities on battle ships.....	105,059	1,010,369	81,380	209,694	383,810	238,256	323,695
Requirements.....	49,700	548,100	43,800	81,800	254,900	578,500	144,500
Excess (+) or deficiency (-).....	+55,359 56,408	+462,269 691,100	+37,580 84,654	+127,894 99,557	+128,910 185,963	-340,244 378,238	+184,195 86,989
Quantities on Culgoa.....							
Total net excess or deficiency.....	+111,767	+1,163,369	+122,234	+227,451	+314,873	+37,994	+271,184

Ship.	Vegetables— fresh potatoes.	Milk.	Butter.	Lard.	Pep- per.	Salt.	Sugar.	Vine- gar.
Connecticut.....	Pounds. 30,000	Pounds. 6,285	Pounds. 7,068	Pounds. 3,800	Pounds. 100	Pounds. 1,800	Pounds. 17,574	Pounds. 100
Vermont.....	13,000	1,360	8,792	3,360	100	1,800	17,574	208
Kansas.....	15,200	4,338	7,474	4,264	189	1,848	11,800	344
Minnesota.....	20,800	10,359	5,644	5,320	175	2,050	13,099	240
Georgia.....	16,000	5,419	6,824	2,480	225	2,830	10,750	304
Nebraska.....	10,000	2,700	7,100	2,800	150	900	14,500	112
New Jersey.....	18,000	5,811	4,200	2,700	250	3,650	18,873	224
Rhode Island.....	15,000	3,885	10,280	3,640	900	1,794	10,403	224
Louisiana.....	15,000	8,544	9,732	4,200	500	3,500	23,660	192
Virginia.....	16,000	7,094	10,548	2,069	200	3,700	27,450	362
Missouri.....	17,790	10,253	5,630	1,960	275	3,100	16,199	166
Ohio.....	12,000	10,025	2,781	5,620	75	4,150	15,000	238
Wisconsin.....	11,000	4,468	5,940	3,760	313	4,179	17,476	177
Illinois.....	18,000	4,900	4,470	2,400	250	3,750	12,300	306
Kearsage.....	14,000	4,550	3,704	1,212	300	4,300	12,196	144
Kentucky.....	12,000	8,900	3,024	2,680	75	2,500	14,682	300
Total quantities on battle ships.....	253,790	98,891	103,211	52,265	4,177	45,051	248,628	3,641
Requirements.....	649,000	44,000	57,300	22,700	1,000	18,400	143,200	1,500
Excess (+) or deficiency (-).....	-395,210	+54,891	+45,911	+29,565	+3,177	+26,651	+105,428	+2,141
Quantities on Culgoa.....	130,400	57,752	44,000	66,520	.....	19,500	212,982	176
Total net excess or deficiency.....	-264,810	+112,643	+89,911	+96,085	+3,177	+46,151	+318,410	+2,317

^a New Jersey report not received; amounts entered in December 1 (Manila) report used.

^b Ohio report not complete; the amounts entered under butter, lard, pepper, salt, sugar, vinegar, obtained from December 1 (Manila) report.

NOTE.—Dehydrated potatoes and other dehydrated vegetables are included in the above tabulation by weight alone—no account being taken of equivalent weights.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Suez, December 22, 1908.

21. The following memorandum and exhibits give particularly interesting data with reference to condemnations during an unusually trying tropical month:

MEMORANDUM FOR THE CHIEF OF STAFF.

Transmitted herewith are two sheets showing, respectively, (a) the amounts in detail of all fresh meats and of fresh potatoes condemned on board each battle ship and the *Culgoa* from December 1 to December 31, 1908, inclusive, together with percentage of condemnations and (b) the record of total condemnations by days.

The condemnations of meats on board the *New Jersey*, *Missouri*, and *Kentucky* and of potatoes on board the *Connecticut*, *New Jersey*, *Missouri*, *Ohio*, *Wisconsin*, and *Kentucky* were so disproportionately large, I believe it would be advisable to send a copy of each of these sheets to every vessel in the fleet inviting attention to the figures and asking for detailed information as to where they stow potatoes and how they stow their meats (including maximum and minimum cold-storage temperature each day since leaving Manila).

As the daily condemnation record would indicate that nearly all of the potatoes condemned on board battle ships came from the *Culgoa*, a copy of each of the sheets might also be sent there with inquiry as to the facts—not necessarily for any other purpose than that of record; but it is a record I think we ought to have now while the facts are fresh in mind.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Suez, January 2, 1909.

United States Atlantic Fleet.

Condemnations of fresh meats and fresh potatoes reported by battle ships and Culgoa December 1 to December 31, 1908:

Ship.	Fresh beef.	Fresh mutton.	Fresh pork loins.	Fresh pork sausage.	Fresh veal.	Bologna.	Frankfurters.	Total meats.	Fresh potatoes.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Connecticut.....				1,902	240			2,142	6,400
Vermont.....	120						900	1,020	100
Kansas.....									2,000
Minnesota.....	350							350	
Georgia.....									
Nebraska.....									
New Jersey.....	3,500	191			2,189			5,880	4,000
Rhode Island.....									
Louisiana.....					75	200	550	825	600
Missouri.....	2,600			1,019	200	525	850	5,194	4,100
Ohio.....					669	450	650	1,769	3,550
Wisconsin.....									6,200
Illinois.....						275		275	2,164
Kearsarge.....							70	70	900
Kentucky.....	2,112		1,100	242				3,454	6,177
Total.....	8,682	191	1,100	3,163	3,373	1,450	3,020	20,979	36,191
Total quantity brought from Manila.....								882,889	659,000
Total quantity condemned on battle ships.....								20,979	36,191
Percentage of condemnations on battle ships.....								2.3+	5.6
Total quantity condemned on Culgoa.....									108,400
Percentage of condemnations on Culgoa.....									16.0
Percentage of condemnations, entire stock.....								2.3+	22.0

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route Colombo to Suez, January 2, 1909.

United States Atlantic Fleet.

Condemnations of fresh meats and fresh potatoes reported by battle ships December 1 to December 31, 1908. Total reports by days:

Date.	Meat.	Potatoes.	Place.
	Pounds.	Pounds.	
December 1, 1908.....	450		At sea.
December 2, 1908.....			At sea.
December 3, 1908.....			At sea.
December 4, 1908.....			At sea.
December 5, 1908.....	400		At sea.
December 6, 1908.....			At sea.
December 7, 1908.....		1,200	At sea.
December 8, 1908.....			At sea.
December 9, 1908.....			At sea.
December 10, 1908.....		100	At sea.
December 11, 1908.....			At sea.
December 12, 1908.....			At sea.
December 13, 1908.....		4,349	Colombo.
December 14, 1908.....		2,400	Colombo.
December 15, 1908.....		770	Colombo.
December 16, 1908.....		3,146	Colombo.
December 17, 1908.....		1,820	Colombo.
December 18, 1908.....		350	Colombo.
December 19, 1908.....			Colombo.
December 20, 1908.....		75	At sea.
December 21, 1908.....		450	At sea.
December 22, 1908.....			At sea.
December 23, 1908.....		300	At sea.
December 24, 1908.....		1,500	At sea.
December 25, 1908.....			At sea.
December 26, 1908.....		694	At sea.
December 27, 1908.....		275	At sea.
December 28, 1908.....		150	At sea.
December 29, 1908.....			At sea.
December 30, 1908.....		2,100	At sea.
December 31, 1908.....		450	At sea.
Total.....		20,979	36,191

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Suez, January 2, 1909.

22. At midnight, December 31, 1908, I was sent for by the chief of staff and informed of the Italian earthquake disaster, and directed to furnish immediately a working memorandum of the quantity of provisions available for relief issue. This I did, as follows:

Total excess and deficiencies.

[December 31, 1908.]

Article.	Now in fleet, including Culgoa, figured to Jan. 31.	Additional needed to Feb. 25.	Excess or deficiency.	Of which excess there is on Culgoa—
Beverages	pounds	111,767	26,000	85,000
Breads	do	1,153,369	287,000	866,000
Cereals	do	122,234	18,875	103,000
Fruits	do	227,451	42,875	184,000
Meats (not fresh)	do	314,873	126,375	188,000
Meats (fresh)	do	37,994	306,375	—268,381
Vegetables (not fresh)	do	271,184	64,000	207,000
Fresh potatoes	do	—264,810	351,900	—616,710
Milk	do	112,643	23,000	89,600
Butter	do	89,911	30,000	59,000
Lard	do	96,085	11,875	84,000
Pepper	do	3,177	500	2,600
Salt	do	46,151	9,625	36,000
Sugar	do	318,410	72,250	246,000
Vinegar	gallons	2,317	750	1,500
				176

23. On the 1st of January, 1909, the *Culgoa* signaled that fresh potatoes could be obtained in quantity and at reasonable rates in Suez and Port Said. The following memorandum was immediately sent:

MEMORANDUM FOR CAPTAIN GRANT.

I suggest the following wireless to the *Culgoa*:

"Make contract for 170,000 pounds fresh potatoes delivered at Port Said; 10,000 to each battle ship and 10,000 to be divided among three auxiliaries; inspection and payment to be made by each ship individually. Report price and contractor's name by wireless."

This will easily give them all enough to reach Mediterranean ports, with the allotment netting each ship, on the average, slightly over ten days' supply.

As to issues of fresh meat at Suez, I think the allotment of December 12 (c. o. s. No. 3836) covers fully all that is needed; and, if the commander in chief's order is obeyed, there is no need for further distribution, except that paragraph 3 of letter 3836 is slightly out of alignment with the wireless sent this forenoon that no issues from *Culgoa* can be depended on after leaving Suez.

It could do no harm, I think, to send the fleet a wireless somewhat like this:

"Whatever meats, or other provisions except potatoes, mentioned in paragraphs 1, 2 and 3 of commander in chief's letter No. 3836 of December 12 were not drawn from *Culgoa* at Colombo will be drawn at Suez. Ten thousand pounds fresh potatoes will be delivered to each battle ship and 10,000, total, to auxiliaries by contractor at Port Said. Inspection and payment to be made by each individual ship. Price and contractor's name will be signaled later."

The 22,000 pounds potatoes now in *Culgoa* might, with advantage, be divided up at Suez among those that want them.

S. McG.

1 JANUARY, 1909.

24. The suggested signals were wirelessed to the *Culgoa* and fleet, and the contract accordingly made.

25. The contractor defaulted in part, and a great deal of wrangling resulted from his effort to raise the price after securing the order. The entire correspondence was submitted to the bureau by the commander in chief's letter No. 4841 of February 20, 1909.

26. The Italian earthquake and the donation of the *Culgoa's* and *Celtic's* cargoes to the sufferers brought about, of course, an entirely new and unexpected situation which involved the abandonment of the provisions programme so carefully figured out in advance.

27. The flagship proceeded via Messina to Naples, the center of relief activity; and, after conference with the King at Rome, it was decided by the commander in chief to deal—as far as possible—with the Italian military and naval authorities, giving direct help in such cases as came within the immediate knowledge of the American officers charged with the duty of distribution.

28. As indicated by the following memorandum, a great deal of difficulty was experienced in obtaining such detailed information as to intelligently determine how much of various articles to deliver at the different places, and to whom:

U. S. S. CONNECTICUT,
January 17, 1909.

MEMORANDUM FOR THE COMMANDER IN CHIEF.

Since receiving your written orders this afternoon, Sunday, January 17, I have consulted with Lieutenant Bianchini and the pay officer of the *Culgoa* with reference to the relief work.

I find that 102 tons of dry provisions were discharged by the *Culgoa* to-day and that about 500 tons (including all fresh meats) remain; that every effort will be made to discharge the remainder of the dry (and nonperishable) provisions on Monday, and that arrangements have been made to receive the entire amount of the *Culgoa's* fresh meat at the Naples refrigerating plant, located at the Molo trapezoidale (mercantile harbor).

Lieutenant Bianchini is to let me have definite information from Generals Mazza and Tarditi at 10 a.m., Monday, his present idea being that, of the *Culgoa's* cargo, all the fresh meat will be used around Naples and of her other provisions 10 per cent will be distributed locally and the other 90 per cent will be sent to Messina and elsewhere as needed.

As to the orders necessary to effect the proper distribution and accounting for supplies, I think the *Culgoa* will not need further directions, as the commanding officer has already issued detailed instructions which seem to me to be entirely adequate, with the exception of a brief order (draft of which I shall submit to you) to make final statement to the commander in chief in such shape as to facilitate consolidation and subsequent distribution of items according to bureaus having cognizance.

I shall submit for your consideration, also, a very slightly modified copy of the *Culgoa's* detailed orders as applicable to the *Celtic*.

At the moment, however, I should like to ascertain your wishes in regard to Lieutenant Bianchini's suggestion that a certain quantity of provisions be distributed through the *Celtic's* officers direct to individual sufferers where cases of real and urgent need exist in the several ports visited. He repeated this request several times; and, as I had (by your direction) requested that the names of persons in each place visited by the *Celtic* authorized to receive stores be ascertained as soon as practicable in advance and adequate steps be taken to arrange a specific schedule and thus expedite discharging the supply ship and at the same time hasten the work of relief, it occurred to me that, however advisable the direct distribution may be, it is somewhat at variance with the general plan which I understood you wished to have followed out.

Before proceeding with this feature, therefore, I shall await a further expression of your wishes, as I think this particular point to be very important in view of the fact that the Italian authorities are obviously anxious to have at least a portion of the distribution done by our personnel to the sufferers themselves, if you are willing.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Naples, Italy, January 17, 1909.

29. The various points were at length settled, however, and the *Celtic's* movements definitely detailed in the following orders (pre-

pared by me in pursuance of the memorandum just quoted and in compliance with the wishes of the commander in chief):

OFFICE OF THE COMMANDER IN CHIEF
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Naples, Italy, January 19, 1909.

SIR: In compliance with the desire of the assistant secretary of the Italian navy, it is requested that the following-named articles of clothing comprised in the cargo of the vessel under your command be delivered to the authorized representative of the Duchess of Andria at Naples: Two hundred pairs shoes, 200 undershirts, 200 drawers, 200 dungaree suits, 200 working suits, 2,000 pairs socks.

By direction of the commander in chief.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

The COMMANDING OFFICER,
U. S. S. *Celtic*, Naples, Italy.

OFFICE OF THE COMMANDER IN CHIEF
UNITED STATES ATLANTIC FLEET
U. S. S. CONNECTICUT (FLAGSHIP),
Naples, Italy, January 19, 1909.

SIR: The entire cargo of the vessel under your command having been tendered to and accepted by the Italian Government for use in relieving the suffering caused by the recent disaster in southern Italy and in Sicily, you will proceed to deliver said supplies as promptly as practicable consistently with the instructions hereinafter contained.

2. Vice-Admiral Moreno, at Naples, commander in chief of the Italian Second Maritime Department, has furnished the following list of officials who are authorized to receive and receipt for the supplies to be delivered for the several places named:

At Palermo, Catania, and Syracuse the civil prefect.

At Milazza, General Escard, of the Italian army.

At Messina, the paymaster-general of the Italian army corps.

At Reggio, the paymaster-general of the Italian army division.

At Giora Tauro, Bagnara, Scilla, and Cannetello, the Italian army officer commanding the local garrison.

3. Lieut. A. L. Bianchini, of the Italian navy, has been detailed by his Government for special duty on board the vessel under your command until the delivery of the supplies has been completed. You will direct the pay officer to pay on public bill the amount of Lieutenant Bianchini's living expenses on board, charging said expenditure against the special relief appropriation.

4. The accompanying three lists, marked A, B and C, show the quantities of each item apportioned for (A) delivery in Sicily, (B) delivery in Calabria, (C) direct distribution.

5. You will exercise your discretion as to affording immediate and direct relief wherever, after due inquiry and careful consideration, you deem it necessary; and to this end it is especially enjoined upon you to cooperate with and avail yourself to the fullest possible extent of the services and counsel of Lieutenant Bianchini as the accredited representative of the Italian Government.

6. Whatever supplies remain on board after all of the places mentioned have been visited will be delivered to the army paymaster-general at Messina, except fresh meat which will be brought back to Naples and placed at the disposition of Vice-Admiral Moreno.

7. As there is no shelter for shipping along the Calabrian coast, the order in which visits will be made to the various ports of call must be left to your discretion.

8. Orders have been given by General Mazza, commanding in Sicily, and General Tarditi, commanding in Calabria, that the responsible officials, hereinbefore designated, shall sign receipts for supplies delivered to them for distribution. Such receipts will be made out without prices or values; but regular expenditure invoices with prices shown and value extended will be rendered by the pay officer with his cargo accounts, said memorandum receipts being attached thereto, and a certified copy of each such invoice will be promptly forwarded to the Navy Department together with detailed report showing issues made at each point.

9. The shore authorities have been officially directed to provide boats for conveying all supplies from the *Celtic* to the shore, but this should not preclude you from lending all assistance in your power, employing the ship's boats for this work when necessary and practicable.

10. In order to facilitate direct distribution in individual cases, you will, in writing, designate certain officers of the *Celtic* to act as relief agents and authorize them to receive and receipt for supplies committed to their care for distribution. Such officers will in each case make to you a written report in detail as to the disposition of said supplies, a duplicate thereof to be forwarded to the pay officer to be filed with his returns.

11. Until January 27, 1909, you will keep the commander in chief advised as to all of your movements. After that date such reports will be made to the Bureau of Navigation direct.

12. The above instructions have been made in detail with a view to aiding you in commencing the work without delay, but much must be left to your discretion.

* * * * *

Respectfully,

C. S. SPERRY,

Rear-Admiral, U. S. Navy,

Commander in Chief United States Atlantic Fleet.

The COMMANDING OFFICER,

U. S. S. *Celtic*, Naples, Italy.

JANUARY 19, 1909.

List A.

Showing approximate quantities of relief supplies to be delivered by the U. S. S. *Celtic* within the limits of the command of General Mazza—Sicily and Reggio. (Subject to modification in the discretion of the commanding officer of the *Celtic*.)

	Palermo.	Milazzo.	Messina.	Reggio.	Catania.	Syracuse.
Meat, fresh.....pounds..	35,200	52,800	140,800	110,000	48,400	22,000
Eggs.....number..	10,000	14,000	46,000	40,000	14,000	6,000
Butter, tub.....pounds..		6,600	15,400	11,000		
Potatoes.....do.....		6,600	19,800	15,400	7,700	
Ham.....do.....		8,800	16,060	13,200		
Vegetables.....do.....	8,360	8,800	50,600	44,000	22,000	11,000
Fruits.....do.....	6,600	13,200	3,960	33,000	15,400	5,720
Flour.....do.....			55,000	44,660		
Sugar.....do.....		24,200	33,000	26,080		
Beverages.....do.....		8,360	17,600	13,200		
Milk.....do.....	3,014	5,500	13,200	9,900	5,500	1,760
Bacon.....do.....	4,290	4,400	8,800	6,600	4,400	1,760
Lard.....do.....	3,080	3,300	6,600	4,400	3,300	1,320
Butter, tins.....do.....	2,400	2,200	5,500	3,300	2,200	1,100
Pork.....do.....	1,320	1,760	4,400	3,300	1,760	660
Ham, tins.....do.....	1,320	1,100	2,420	1,980	1,100	880
Onions.....do.....	880	2,200	6,600	5,500	660	660
Beef, chip.....do.....	660	550	1,210	990	550	440
Oatmeal.....do.....	330	440	1,210	990	440	330
Cornmeal.....do.....	330	440	990	770	440	330
Macaroni.....do.....	220	440	880	660	440	220
Rice.....do.....	880	495	880	660	440	330
Truegg.....do.....	165	220	550	495	220	110
Hominy.....do.....	132	165	440	330		
Shoes.....pairs..		250	1,000	1,250		
Socks.....do.....		2,900	7,000	7,000		
Undershirts.....number..		500	1,000	1,500		
Drawers.....pairs..		500	1,000	1,000		
Dungarees.....suits..		300	1,500	1,500		
Working suits.....number..		400	1,200	1,000		
Medical boxes.....do.....		(a)	(b)		(b)	
Tents.....do.....						

a For 200 men.

b For 400 men.

JANUARY 19, 1909.

List B.

Showing approximate quantities of relief supplies to be delivered by the U. S. S. *Celtic* within the limits of the command of General Tarditi, Calabria. (Subject to modification in the discretion of the commanding officer of the *Celtic*.)

		Giora Tauro.	Bagnara.	Scilla.	Canne- tello.
Meat, fresh.		None.	None.	None.	None.
Eggs.	number.	6,000	3,000	3,000	3,000
Butter, tub.	pounds.	3,200	1,650	1,650	1,650
Potatoes.	do.	4,950	2,475	2,475	2,475
Ham.	do.	4,070	2,035	2,035	2,035
Vegetables.	do.	11,792	5,896	5,896	5,896
Onions.	do.	1,320	660	660	660
Fruits.	do.	440	220	220	220
Sugar.	do.	6,688	3,344	3,344	3,344
Beverages.	do.	1,760	880	880	880
Milk.	do.	1,760	880	880	880
Bacon.	do.	1,760	880	880	880
Lard.	do.	1,170	585	585	585
Butter, tin.	do.	440	220	220	220
Pork.	do.	2,640	1,320	1,320	1,320
Ham, tin.	do.	440	220	220	220
Beef, chip.	do.	616	308	308	308
Oatmeal.	no.	880	440	440	440
Cornmeal.	do.	660	330	330	330
Macaroni.	do.	440	220	220	220
Rice.	do.	220	110	110	110
Hominy.	do.	132	66	66	66
Flour.	None.	None.	None.	None.	None.
Shoes.	pairs.	200	100	100	100
Socks.	do.	1,600	800	800	800
Undershirts.	number.	400	200	200	200
Drawers.	pairs.	200	100	100	100
Dungarees.	suits.	400	200	200	200
Working suits.	number.	200	100	100	100

January 19, 1909.

List C.

Showing approximate quantities of relief supplies for direct distribution in Italy and Sicily, in the discretion of the commanding officer of the U. S. S. *Celtic*:

Meat, fresh.	pounds.	116,800
Eggs.	number.	9,000
Butter, tub.	pounds.	1,250
Potatoes.	do.	13,125
Ham, barreled.	do.	10,765
Vegetables.	do.	1,760
Fruits.	do.	39,020
Flour.	do.	340
Sugar.	None.	
Beverages.	pounds.	9,440
Milk.	do.	6,726
Bacon.	do.	350
Lard.	do.	74
Butter, tins.	None.	
Pork.	pounds.	200
Ham, tins.	do.	100
Onions.	do.	200
Beef, chip.	do.	60
Oatmeal.	do.	60
Corn meal.	do.	50
Macaroni.	do.	40
Rice.	do.	765
Truegg.	do.	240
Hominy.	do.	603
Shoes.	pairs.	300
Socks.	do.	2,000
Undershirts.	number.	300
Drawers.	do.	300
Dungarees.	suits.	300
Working shirts.	do.	300

30. The values of the various supplies furnished the Italian sufferers are shown in the following report:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Hampton Roads, Va., February 28, 1909.

SIR: In compliance with paragraph 3 of your order No. 4295, of January 17, 1909, I have the honor to submit the following consolidated report of stores issued for the relief of Italian earthquake sufferers:

Ship.	Provisions.	Clothing and small stores.	Equip- ment.	Marine.	Medicine and surgery.	Total.
Culgoa.....	\$137,920.01	\$3,149.72	\$55.40	.....	\$1,003.06	\$142,128.19
Yankton.....	11.75	151.60	559.49	\$80.13	339.23	1,142.20
Illinois.....		755.00	.....	.....	.....	755.00
Connecticut.....	79.81	.....	.....	.....	.....	79.81
Scorpion.....	.....	.....	.....	.....	18.16	18.16
Total.....	138,011.57	4,056.32	614.89	80.13	1,360.45	144,123.36

* * * * *

Very respectfully,

The COMMANDER IN CHIEF.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

31. As soon as it had been definitely decided to present all of the provisions of both supply ships to the Italian disaster sufferers, the department cabled to the commander in chief asking what quantities of each item of provisions would need to be shipped via the steamship *Carmania*, which would arrive at Gibraltar about January 25. The commander in chief at first replied that whatever supplies were needed could be purchased in Europe. A further inquiry, however, being received from the department along the same lines as the former query, the commander in chief stated how much of each article would be necessary to carry the fleet into Hampton Roads.

32. A few days later cable advice was received from the department to the effect that the *Carmania* was not available and inquiring whether it would be practicable to receive the same supply of fresh provisions from the steamship *Republic*, scheduled to arrive at Gibraltar just before the fleet itinerary called for departure for Hampton Roads. The reply of the commander in chief was to the effect that the cargo would be immediately discharged from the *Republic* and distributed among the various vessels of the fleet.

33. On the afternoon of January 24, the flagship being then in the port of Villefranche, France, the commander in chief received a cablegram from the department stating that the steamship *Republic* had that day sunk off Nantucket, with all the fresh provisions for the Atlantic Fleet on board.

34. The situation brought about by this information was very grave indeed. The fleet was scattered all over the Mediterranean Sea, certain vessels being in fairly large ports, while others were at comparatively unimportant cities, and others still—at least one division—were actually at sea at the time en route for the rendezvous at Gibraltar. As indicated in a preceding paragraph, the quantities of provisions other than fresh on board the various vessels were about

sufficient to last throughout the voyage home; but these quantities were not proportionately distributed—some vessels having a large excess of one kind of nonperishable stores with a corresponding considerable deficiency in certain other necessary articles, and vice versa. There was, of course, no use trying to figure on getting anything to speak of at Gibraltar for so large a number of men; and it was consequently necessary to act immediately and start the machinery of relief supply in operation in the promptest and most effective manner possible. It was under these circumstances that the commander in chief gave me the orders quoted in paragraph 1 of this report, in pursuance of which I left Nice, France, on the evening of January 24 and arrived in Marseille at midnight.

35. There was no way of determining upon the names of possible bidders, and the only information I could gain was in the shape of a very dim personal recollection of the names of two ship chandlers—Venture and Romano—whom I happened to remember having received bids from when I was in France some fourteen years ago. I accordingly telegraphed to Venture to meet me upon my arrival and to Romano to call at the office of the American consulate-general early the next forenoon.

36. Mr. Venture appeared very early in the morning; and he at once submitted prices, which, under the circumstances, seemed fairly reasonable, for both fresh meats and fresh vegetables. He was most anxious, however, to have the order placed before anyone else could be consulted, and, at his request, I went with him to see several of each kind of the various articles which he proposed to furnish. He endeavored to impress it upon me that, if it became known that I was in the market for so large an emergency supply of fresh provisions, the dealers would most probably get together and run the prices up on me. This sounded very plausible to me, but I told him that I had already communicated with another ship chandler and it would therefore be entirely out of place for me to award the order without at least seeing him.

37. Meanwhile the hour had arrived when I had requested Mr. Romano to meet me at the American consulate-general, and he was there at the appointed time and apparently just as anxious to get the bid as was Mr. Venture. After some preliminary conversation with them and with the officials of the consulate-general, I requested both of these dealers to bring me written bids at 2 o'clock that afternoon. During the intervening hours I went all around the city in company with an employee of the consulate-general trying to see if I could not get additional bids for either the meats or the vegetables, but none of the firms who usually handle these articles in large quantities were willing to attempt it. Then I visited the Credit Marseille (the local Bradstreet's), where I learned that both Venture and Romano were sufficiently reputable and had enough money at their command to properly handle the contract if awarded to them.

38. At 2 o'clock the bids were opened by me in the presence of both of the bidders and of Paymaster J. R. Sanford, U. S. Navy, of the U. S. S. *New Jersey*, and Capt. J. C. Beaumont, U. S. Marine Corps, of the U. S. S. *Georgia*. I was surprised and amused to find that the highly developed American practice of submitting "balanced bids" was well known in Marseille; so that, although the prices on several of the articles offered in the Venture bid were some-

what lower than in the Romano bid, the latter was decidedly cheaper on both vegetables and meats when taken as a whole.

39. After it was known that Romano would receive the order, but before the contract was actually drawn, the following telegrams were received from the commander in chief:

VILLE FRANCHE, January 25, 1908.

Admiral WAINWRIGHT,

Marseille:

For fleet paymaster's information: "Have shipment frozen meat from New Zealand arriving Gibraltar February 2 and can quote for any supplies required. Signed, Borthwick, Ely Place, London."

SPERRY.

VILLE FRANCHE, January 25, 1908.

Admiral WAINWRIGHT,

Marseille:

Culgoa expects arrive Marseille Wednesday afternoon. Please inform McGowan.

SPERRY.

40. The substance of my reply was that I purposed to place the order with Romano, as I did not believe it safe to place further reliance on any provisions which were afloat and might arrive too late for our use.

41. In order, however, to avoid the slightest possibility of a famine in the event that the Marseille contract should turn out badly, I cabled to Borthwick, London, asking for quotations on his Australian cargo, to which I received the following reply:

M. DE LONDON,
1651 14 27 12H36 SR.

Hinds beef, $3\frac{7}{8}$; fore, $3\frac{1}{4}$; sheep, $3\frac{3}{4}$; lamb, 6.

BORTHWICK.

McGOWAN, *Hotel Regina, Marseille.*

I cabled Borthwick asking for more detailed information, in reply to which came the following cablegram:

DE LONDON,
1163 49 28 11H46.

We can supply New Zealand hind quarters beef $3\frac{7}{8}$ per pound; fore quarters, $3\frac{1}{4}$; sheep, $3\frac{3}{4}$; lamb, 6; delivered Gibraltar by steamer *Kaipara*, due Gibraltar February 1. We are British Government contractors, Gibraltar, and have local agents who will give every attention.

BORTHWICK.

McGOWAN,
Fleet Paymaster, American Fleet, Marseille.

42. Being anxious to have all the information possible, and in particular something specific in the way of prices, I again wired Borthwick asking him whether his quotations were in pence, in reply to which the following cablegram reached me at Gibraltar:

GIBRALTAR STATION, January 30, 1909.

McGOWAN,

Fleet Paymaster, American Squadron, Gibraltar.

Quotations are in pence. We have 400 tons beef, 300 tons mutton, 100 tons lamb on *Kaipara*. Have instructed our Gibraltar agent, Moseley, to communicate with you.

BORTHWICK.

43. Meanwhile, after consultation with the senior officer present (Rear-Admiral Richard Wainwright, U. S. Navy, commanding the Second Division), I entered into the following contract with P. H. Romano:

This contract of two parts, made and concluded this 26th day of January, 1909, by and between P. H. Romano, of Marseille, France, party of the first part, and the United States, by Pay Inspector Samuel McGowan, U. S. Navy, acting under the direction of the Secreatry of the Navy, party of the second part, witnesseth that for and in consideration of the payments hereinafter specified, the party of the first part hereby covenants and agrees to and with the party of the second part, as follows:

That the said party of the first part will, at his own risk and expense, furnish, deliver, and stow on board the U. S. S. *Culgoa* (alongside the wharf in the harbor of Marseille, France) the following quantities of fresh provisions at the respective prices stated opposite each:

200,000 pounds, beef, at.....	\$0. 615 francs per pound.
30,000 pounds, mutton, at.....	. 64 francs per pound.
20,000 pounds, veal, at.....	. 82 francs per pound.
10,000 pounds, pork loin, at.....	. 82 francs per pound.
350,000 pounds, potatoes, at.....	. 0376 francs per pound.
40,000 pounds, onions, at.....	. 10 francs per pound.
20,000 pounds, cabbage, at.....	. 08 francs per pound.

That any of the quantities hereinbefore mentioned may be decreased or increased 10 per cent in the discretion of the party of the second part.

That, in the discretion of the senior United States naval officer present, delivery of a quantity not to exceed one-fourth of any article hereinbefore specified shall be made on board the U. S. S. *Georgia*, U. S. S. *Nebraska*, U. S. S. *New Jersey*, and U. S. S. *Rhode Island*—distributed in his discretion—deliveries to the U. S. S. *Georgia* and U. S. S. *Nebraska* to be completed by 6 o'clock post meridian, January 26, 1909, and deliveries to the U. S. S. *New Jersey* and U. S. S. *Rhode Island* to be completed by 6 o'clock post meridian, January 27, 1909.

That the fresh provisions required under this contract to be delivered to the U. S. S. *Culgoa* shall be delivered and stowed as hereinbefore set forth on board said vessel by 12 o'clock meridian, Friday, January 29, 1909.

That the quantity and quality of all provisions covered by this contract shall be determined by inspection (including, if so desired by the party of the second part, the assistance of an expert civilian inspector) by the respective pay officers of the several vessels to which said provisions are delivered; and the quality of said provisions shall in each case conform to the following specifications:

Beef, fresh: To be in good quality and condition, fit for immediate use, and from fore and hind quarter meat proportionately, including all best cuts, no carcass to weigh less than 600 pounds nor more than 800 pounds when trimmed. Necks to be cut off perpendicularly to the line of the vertebrae, leaving but three cervical vertebrae on the carcass; the shanks of fore quarters to be cut off at kneejoint and of hind quarters at the hock joint (commercial cut) and, to compensate for the shank bone thus allowed to remain, $2\frac{1}{2}$ pounds will be deducted from the weight of each fore quarter and $3\frac{1}{2}$ from each hind quarter. According to the ordinary commercial practice of the locality sides may be delivered severed with all ribs on the fore quarters, or with 1, 2, or 3 ribs on the hind quarter. With all ribs on the fore the quarters shall equal in weight fores 54 per cent and hinds 46 per cent of the delivery; with 1 rib on hinds the average in weight shall be fores 52 per cent and hinds 49 per cent, and with 3 ribs ribs on the hinds, fores and hinds should average the same in weight. Necks, kidney fat, beef from bulls and stags and from all females will be excluded from delivery.

Pork loins, fresh: To be of the best quality, averaging 12 to 16 pounds and under from good healthy hogs in perfect condition; loins from stags excluded.

Veal, fresh: To be from the best quality of native calves; to be delivered in sides weighing not less than 35 pounds nor more than 70 pounds. The veal shall be in perfect condition and from well-nourished animals. The carcass to be trimmed with heads cut off at the first vertebral joint; the shanks of the fore quarters shall be cut off at the kneejoint and of the hind quarters at the hock joint; heads and shanks shall be excluded from delivery.

Mutton, fresh: To be of good, fat, marketable quality from wethers over 1 and under 3 years old; the carcasses to be trimmed with heads cut off at the first vertebral joint; the shanks of the fore quarters to be cut off at the kneejoint and of hind quarters at the hock joint. The weight of the dressed carcass of mutton to be not less than 45 nor more than 60 pounds. Hearts, livers, and lungs to be excluded from delivery.

Potatoes, Irish: To be selected stock, of standard market sorts, sound, round or oval in shape, free from scab, and not less than 2 inches in smallest diameter. To be delivered in stout gunny cloth sacks.

Onions, main crop: To be select, sound bulbs, No. 1 quality, free from sprouts or growing stock; to be delivered in slatted crates.

Cabbage, early or late: To be selected stock, solid heads, of medium size, closely trimmed, and free from all burst stock.

That, in the event of deterioration of any of the provisions covered by this contract before thirty days shall have expired after date of delivery thereof, the party of the first part shall refund to the United States the full purchase price thereof, unless it be determined by a board of survey duly approved by the commander in chief, United States Atlantic Fleet, that such deterioration was attributable to fault or negligence on the part of an agent or agents of the party of the second part.

That, if the party of the first part shall in any manner fail to make satisfactory delivery of any of the articles hereinbefore mentioned at the specified time, then the party of the second part shall have the right to procure such articles of a satisfactory quality and sufficient quantity in the open market and charge the cost thereof to the account of the party of the first part who hereby agrees to pay the same without protest or litigation.

That the said party of the second part hereby covenants and agrees to and with the said party of the first part that, upon completion of satisfactory delivery as hereinbefore specified to any of the vessels named and upon presentation of the customary bills (certified in duplicate by said party of the first part, thus: "Correct and just; payment not heretofore received") the pay officer of said vessel shall pay the amount thereof according to the prices hereinbefore stated, in French gold; *Provided, however, That payment for the provisions delivered to the U. S. S. Georgia, U. S. S. Nebraska, U. S. S. New Jersey, and U. S. S. Rhode Island may be made in British gold at the American equivalent (the pound sterling being worth \$4.8665 and the franc being worth \$0.193).*

44. The supply ship *Culgoa* arrived and tied up alongside the custom-house wharf Wednesday afternoon, January 27, and I handed the commanding officer a copy of the Romano contract. From that time on until the hour of sailing, the pay officer of the *Culgoa* and I kept in constant touch with the contractor, visiting the government abattoir from time to time and carefully examining the animals both before and after killing. We also visited the markets with a view to both scrutinizing the supply of vegetables being obtained there and keeping an eye out for purchases on account in the event that the contractor showed indications of failing to make prompt and satisfactory delivery.

45. The inspection of meats and vegetables upon delivery alongside the *Culgoa* was made under the personal and immediate supervision of the pay officer of that vessel, who personally saw every piece of meat and every bag of vegetables that he possibly could see without neglecting his other duties in connection with the contract.

46. Every effort was made to expedite the delivery and loading; and, when the *Culgoa* sailed for Gibraltar exactly as per order at noon on Friday, January 9, we had on board practically everything that was needed, as shown by the following wireless message sent from the *Culgoa* the next day:

Admiral SPERRY, Connecticut:

Culgoa brings to Gibraltar on Marseille fleet contract 327,000 pounds potatoes, 32,880 onions, 24,000 mutton, 18,700 veal, 134,300 beef, 9,000 pork, 11,244 cabbage, additional to 18,697 beef, 3,796 veal, 3,511 mutton, 900 pork sausage, 900 frankfurters, 621 pork, 25,000 potatoes, 7,110 onions, 2,190 cabbage, already drawn by *Rhode Island* and *New Jersey*. I think this will be sufficient for fleet to Hampton Roads. Borthwick cables from London, however, that his steamer *Kaipara* arrives Gibraltar February 1, and his agent can supply any desired quantity frozen beef at about 7 cents and mutton at about 7½ cents per pound.

McGOWAN.

47. The following recapitulation compiled from individual fleet reports relates to provisions issued, sold, surveyed, and lost on board the 16 battle ships (*Connecticut, Vermont, Kansas, Minnesota, Georgia, Nebraska, New Jersey, Rhode Island, Louisiana, Virginia, Missouri, Ohio, Wisconsin, Illinois, Kearsarge, and Kentucky*) for the three hundred and five days ending January 31, 1909; the average number of persons subsisted being 13,250:

Articles.		Expenditure by classes for 305 days.	Average expenditure for one day.
Beverages.....	pounds..	331,095	1,086
Bread.....	do....	3,412,317	11,188
Cereals and starch food.....	do....	214,334	702
Eggs:			
Dried.....	number..	29,033	95
Fresh.....	do....	1,263,408	4,142
Fruit:			
Canned.....	pounds..	355,482	1,165
Dried.....	do....	145,622	477
Fresh.....	do....	110,569	363
Meats:			
Fresh.....	do....	3,816,410	12,513
Preserved.....	do....	663,312	2,175
Salt.....	do....	154,519	507
Smoked.....	do....	533,312	1,749
Milk.....	do....	315,107	1,033
Pickles.....	dozen..	87,045	287
Vegetables:			
Canned.....	pounds..	664,700	2,179
Dehydrated.....	do....	91,783	301
Dried.....	do....	90,063	295
Fresh.....	do....	5,120,452	16,788
Baking powder.....	do....	13,626	45
Baking soda.....	do....	1,652	5
Butter.....	do....	391,678	1,284
Catsup.....	do....	5,741	19
Cheese.....	do....	32,794	108
Extract, flavoring.....	do....	1,024	3
Hops.....	do....	5,022	16
Lard.....	do....	152,590	500
Macaroni.....	do....	35,160	115
Mince meat.....	do....	500	2
Mustard.....	do....	2,842	9
Oil.....	gallons..	279	1
Pepper.....	pounds..	7,201	24
Salad dressing.....	gallons..	301	1
Salt.....	pounds..	128,453	421
Spices.....	do....	2,897	9
Sugar.....	do....	898,785	2,947
Sirup.....	do....	9,715	32
Vinegar.....	do....	8,651	28
Worcestershire.....	do....	790	2
Yeast	do....	1,969	6

48. The *Culgoa* arrived at Gibraltar on the morning of February 1, 1909; and, as soon as I could return to the flagship, the general signal went out calling for itemized requisitions from each ship for sufficient fresh provisions to last until after arrival at Hampton Roads, February 22.

49. The contents of these requisitions and an outline of the action necessitated thereby is shown in the following memorandum and exhibits:

MEMORANDUM FOR THE CHIEF OF STAFF.

I submit herewith: (A) Tabulated statement of individual fresh provisions requisitions submitted by ships at Gibraltar to-day for the homeward voyage. (B) Comparative totals on board *Culgoa* and on requisitions. (C) Statement of changes made

in meats on each ship's requisition and net deficit of each ship as deduced from comparison of what she asks for and what she is allotted. (D) Issue table which I recommend for promulgation.

It will be seen that we need 34,387 pounds more fresh meat; this additional amount being readily procurable in either of three ways: (1) By purchase outright of the total quantity of fresh meats in the local market; (2) by a careful redistribution of an equivalent of the surplus canned, smoked, and salt meats already on board various vessels of the fleet, and purchase (if necessary) of 12,000 pounds which Saccone tells me he has in stock; (3) by purchase from the cargo of the steamer *Kaipara* due here from New Zealand February 4. I suggest these plans as worthy of your consideration in the order mentioned. If fresh meat is to be purchased, I think the local market more dependable, though it may prove higher in price than the *Kaipara*. Experience makes me skeptical concerning anything that is afloat and not yet arrived. Potatoes, onions, and cabbage are all on hand slightly in excess of requisitions—the excess being: In potatoes 80,000 pounds, onions 8,680 pounds, cabbage 1,375 pounds; total, 90,055 pounds. As this is only about 5,500 per ship, however, I have thought it best to increase the amounts on requisitions accordingly, and I recommend that the issue table be made compulsory. As 34,387 pounds of fresh meat is, on the average, less than three days' consumption for the fleet, I am not sure but that direct inquiry might develop the fact that, even as reduced, the quantities to be issued will last well over February 22. Still, I believe that, unless you care to insist on a categorical and detailed reply from each ship after the allotment is known, the additional meats had better be secured at once.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 1, 1909.

A.—Tabulated statement of fresh provisions requisitions submitted by ships at Gibraltar.

Ship.	Beef. Pounds.	Pork. Pounds.	Veal. Pounds.	Mutton. Pounds.	Miscel- lanous. meats. Pounds.	Potatoes. Pounds.	Onions. Pounds.	Cabbage. Pounds.
Connecticut.....	5,000	.....	.....	.....	.....	2,000	.....	.....
Vermont.....	2,000	.....	.....	.....	2,000	5,000	.....	.....
Kansas.....	3,000	3,000	3,000	.....	1,800	15,000	1,000	1,000
Minnesota.....	15,000	3,000	2,500	.....	1,200	.....	.....	.....
Georgia.....	10,825	625	1,250	1,500	.....	15,000	2,000	1,250
Nebraska.....	10,725	625	1,250	1,500	.....	25,000	3,000	1,250
New Jersey.....	4,000	.....	.....	.....	.....	.....	.....	.....
Rhode Island.....	7,000	3,000	.....	.....	.....	25,000	.....	.....
Louisiana.....	15,000	5,000	3,000	600	1,500	20,000	3,000	2,100
Virginia.....	10,000	3,000	2,100	600	1,725	31,500	3,000	700
Missouri.....	10,000	2,000	2,000	1,000	4,400	22,000	2,000	1,000
Ohio.....	11,000	3,000	.....	.....	6,000	25,000	1,000	.....
Wisconsin.....	12,000	1,000	1,000	800	1,400	17,000	2,000	1,000
Illinois.....	6,000	2,000	1,000	.....	800	15,000	2,000	.....
Kearsarge.....	7,000	.....	600	700	650	15,000	.....	.....
Kentucky.....	9,000	3,000	500	500	750	12,000	2,500	2,000
Panther.....	.....	3,500	2,500	.....	.....	4,500	700	700
Total.....	137,550	32,750	20,700	7,200	22,225	217,000	24,200	11,000

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 1, 1909.

B.—Comparative totals of fresh provisions on board Culgoa and on requisition by ships February 1, 1909.

	Culgoa.	Requisi- tions.	Supply is—	
			Over.	Under.
Beef.....	Pounds. 134,338	Pounds. 137,550	Pounds. 3,212	
Mutton.....	24,000	7,200	16,800	
Veal.....	18,700	20,700	2,000	
Pork.....	9,000	32,750	23,750	
Total.....	186,038	198,200	16,800	28,962

	Pounds.
Under supply.....	28,962
Over supply.....	16,800
Net deficit.....	12,162
Plus total of fresh meats asked for which we have none of (see Table A, miscellaneous).....	22,225
Total meat deficit.....	34,387

	Culgoa.	Requisi- tions.	Surplus.		
				Pounds.	Pounds.
Potatoes.....	Pounds. 327,000	Pounds. 247,000	Pounds. 80,000		
Onions.....	32,880	24,200	8,680		
Cabbage.....	12,375	11,000	1,375		
Total.....	372,255	282,200	90,055		

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 1, 1909.

Statement showing deductions from and additions to amounts of fresh meats requisitioned by vessels at Gibraltar; also net amount still due each ship.

C.

Ship.	Allotted less than requisitioned—				Allotted more mutton.	Net deficit.
	Beef.	Pork.	Veal.	Miscel- laneous.		
	Pounds.	Pounds.	Pounds.	Pounds.		
Connecticut.....						
Vermont.....				2,000	2,000	
Kansas.....		2,200	1,000	1,800	3,200	1,800
Minnesota.....	500	2,200		1,200	2,700	1,200
Georgia.....	825	625			1,450	
Nebraska.....	725	625				1,350
New Jersey.....						
Rhode Island.....		2,200			2,200	
Louisiana.....	500	4,200	1,000	1,500	1,500	5,700
Virginia.....	331	2,200		1,725	2,531	1,725
Missouri.....		1,200		4,400		5,600
Ohio.....		2,200		6,000	788	7,412
Wisconsin.....	331	100		1,400	431	1,400
Illinois.....		1,100		800		1,900
Kearsarge.....				650		650
Kentucky.....		2,100		750		2,850
Panther.....		2,800				2,800
Total.....	3,212	23,750	2,000	22,225	16,800	34,387

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 1, 1909.

D.

ISSUE TABLE.

Ship.	Beef.	Pork.	Veal.	Mutton.	Potatoes.	Onions.	Cabbage.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Connecticut	5,000				5,000	2,500	1,000
Vermont	2,000			2,000	10,000	500	
Kansas	3,000	800	2,000	3,200	20,000	1,500	1,000
Minnesota	14,500	800	2,500	2,700	5,000	500	
Georgia	10,000		1,250	2,950	20,000	2,500	1,250
Nebraska	11,000		1,250	1,500	30,000	3,500	1,250
New Jersey	4,000				5,000	500	
Rhode Island	7,000	800		2,200	30,000	500	
Louisiana	14,500	800	2,000	2,100	25,000	3,500	2,100
Virginia	9,669	800	2,100	3,131	36,500	3,500	1,000
Missouri	10,000	800	2,000	1,000	27,000	2,500	1,000
Ohio	11,000	800		788	30,000	1,500	
Wisconsin	11,669	900	1,000	1,231	22,000	2,500	1,000
Illinois	6,000	900	1,000		20,000	2,500	
Kearsarge	7,000		600	700	20,000	500	
Kentucky	9,000		500	500	17,000	3,000	2,000
Panther		700	2,500		4,500	700	700
Total	134,348	9,000	18,700	24,000	327,000	32,200	12,300

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 1, 1909.

50. A compulsory issue table was immediately promulgated in accordance with my suggestion and the *Culgoa* proceeded to discharge her cargo with the usual promptness.

51. Hardly had this work been commenced, however, when there arose * * * a condition which rapidly became known throughout the fleet, and which, during the course of a very few hours, caused almost a panic and produced a situation so grave as to threaten real disaster. The meats obtained in Marseille were not frozen, for the reason that such meats were not to be obtained either there or anywhere else in reach of Gibraltar. Consequently the *Culgoa*'s meat cargo was in this instance not hard and firm as it had always hitherto been; but the meat was just what would have been expected, remembering that the animals were killed in Marseille within ten days from the time that the meat was delivered to the battle ships at Gibraltar. Large quantities—in fact the entire amount received on the *Minnesota*, and practically all received by the *Kearsarge* and *Wisconsin*—were immediately surveyed and condemned, the result being that nearly all the commissary stewards in the fleet became alarmed, and the news spread like wildfire that the entire cargo of the *Culgoa* was spoiled and absolutely unfit for issue.

52. The commander in chief directed me to get the real facts in the case and to handle the situation with fairness but firmness. I sent for all the pay officers in the fleet and required of each a categorical statement concerning the exact conditions existing in his department and specifically what he himself knew as to the condition of the meat received, if it had already come on board; also as to the quantities of various nonperishable meats in his department. The information I received, while less alarming than the rumors which had been flying around the fleet and ashore, varied all the way from very bad to very good in so far as related to the quality and condition of the meat received. * * *

53. In this connection it is worthy of record that in several instances persistent questioning by me developed the fact that it

was the cold storage of the ships that needed survey and not the Marseille meat.

54. In view of the panicky feeling prevailing throughout the fleet, however, and of the fact that some 33,000 pounds of beef less than was figured on had been brought from Marseille by the *Culgoa*, I was meanwhile keeping in constant communication with the agent of the steamship *Kaipara*, due at Gibraltar February 4, and also with Saccone & Speed, Gibraltar merchants, in order that the entire local market might be at my disposal.

55. I knew that there was a great deal of nonperishable meat in the fleet and that it was somewhat unevenly distributed among the different ships; but it occurred to me that, under the unusual conditions by which we were confronted—on the eve of sailing for home and with a long and uncertain run before us—it would be manifestly unwise to take the slightest risk of having any vessel run short of meats at sea and thus mar during the last few days of the cruise a record which had been undoubtedly creditable from the time the fleet left Hampton Roads. So I called a meeting of all commissary officers on board the flagship and required from each a detailed statement of just what quantity he had on board of all staple provisions of various kinds, so that arrangements might be made to equip every ship for the forthcoming voyage and so distribute nonperishable provisions that no ship could possibly become embarrassed even though all of the Marseille meat should prove bad. I ascertained from these commissary officers not only what they had in the way of nonperishable meats but what they could spare or what they would need additional for the voyage to Hampton Roads. I matched up the meat surplus on certain ships with the meat deficiency on other ships; and then and there directed the several officers concerned to immediately return to their ships and start the machinery in motion to effect the necessary transfers—this action of mine being immediately covered by the following memorandum and order:

MEMORANDUM FOR THE CHIEF OF STAFF.

In order that individual ships in the fleet may be provided with sufficient stores other than fresh to reach the United States February 22, I suggest the following word be immediately passed to the ships concerned: Ships will make requisition and immediately draw in advance of approval the following quantities of preserved, smoked or salt meats:

	Pounds.
Minnesota on Kansas.....	8,000
Kearsarge on Kansas.....	7,000
Kentucky on Kansas.....	4,000
Wisconsin on Kansas.....	1,000
Missouri on Rhode Island.....	1,000
Ohio on Illinois.....	4,000

Ships will make requisition and immediately purchase in open market in advance of approval the following quantities of preserved, smoked or salt meats:

	Pounds.
Vermont.....	3,500
Ohio.....	2,000
Missouri.....	5,000

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 3, 1909.

There will probably be about 20,000 pounds fresh beef also needed. I ought to know in a few minutes.

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 3, 1909.

MEMORANDUM FOR COMMANDING OFFICER.

Ships will make requisition and immediately draw in advance of approval the following quantities of preserved, smoked or salt meats:

	Pounds.
Minnesota on Kansas.....	8,000
Kearsarge on Kansas.....	7,000
Kentucky on Kansas.....	4,000
Wisconsin on Kansas.....	1,000
Missouri on Rhode Island.....	1,000
Ohio on Illinois.....	4,000

Ships will make requisition and immediately purchase in open market, in advance of approval, the following quantities of preserved, smoked or salt meats:

	Pounds.
Vermont.....	3,500
Ohio.....	2,000
Missouri.....	5,000

By direction of the commander in chief:

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

56. A new board of survey had, meanwhile, been sent by the commander in chief on board the *Minnesota* to reexamine the condemned meats. This board was composed of the ordnance officer of the *Connecticut*, the pay officer of the *Virginia*, and the medical officer of the *Rhode Island*. After carefully examining the meat and inspecting the cold storage, they reported that the meat was not bad, but that it needed very careful handling on account of the fact that it was fresh and not frozen. The effect of this report was to relieve the existing tension to a very marked degree (though I believe nearly all of this meat was subsequently recondemned and thrown overboard after the fleet sailed from Gibraltar).

57. On the night of February 3 the following memorandum was submitted by me:

MEMORANDUM FOR THE CHIEF OF STAFF.

After holding two meetings of the commissary officers of the fleet and getting right down to rock-bottom facts, the final demand for fresh meat appears to narrow itself down to 5,000 pounds each for the *Ohio* and *Kearsarge*, with a possible 2,000 pounds for the *Louisiana*.

As the amount is so small, I think a fleet contract somewhat inappropriate; but, the meat ship *Kaipara* having fluked (just as I was afraid she would) I have arranged with Saccone & Speed to supply such fresh (not frozen) beef from shore as may be needed up to 60,000 pounds at the rate of 7½d. per pound.

I told them that they would be notified this evening what beef we would require, if any, and it is necessary that they know by 8 o'clock to-night what they will be required to do in the matter. I therefore suggest that the following memorandum be sent at once to the commanding officer of each of the three vessels named: As only 14,000 pounds of fresh beef in all appears to be required to be purchased ashore, a fleet contract therefor will not be made, but the pay officer of each of the following-named vessels may order from J. Saccone & James Speed (Limited), Gibraltar, such quantities of fresh (not frozen) beef as the commanding officer deems absolutely necessary, not exceeding amounts stated opposite the name of each, the price being 7½d. per pound alongside, notice to be given dealers before 8 o'clock to-night; ship's open-purchase requisition to be submitted immediately therefor and payment to be made by the pay officer of the ship: *Louisiana*, 2,000 pounds; *Ohio*, 6,000 pounds; *Kear-*

sarge, 6,000 pounds. I also suggest that, in order to clinch the matter of preparedness for sea and avoid the slightest possibility of a flareback, the following wireless be sent to the fleet at once:

"To Fleet: Reports of provisions on board each vessel prior to sailing from Gibraltar will be made as of February 4 and must reach the commander in chief by 8 p. m. that day."

This last wireless I consider equally as important as the foregoing, as it will give you positive information at least twenty-four hours before sailing as to each ship's preparedness for the voyage and will thus meet the paramount purpose for which these provisions reports were inaugurated.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 3, 1909.

58. The official memorandum and general signal just quoted were immediately sent as suggested by me, the following circular letter being also distributed at midnight of February 3:

U. S. S. CONNECTICUT (FLAGSHIP),
Gibraltar, February 3, 1909.

SIR: 1. Attention is invited to the fact that the meat received in this port from the U. S. S. *Culgoa* is not frozen but fresh meat killed within the past week and can not be successfully kept if it be treated with only such care as is necessary to preserve meat which is already frozen when received.

2. The cold-storage space is, therefore, to receive the full force of the entire refrigerating plant at least for some days to come, ice being meanwhile purchased on shore for such other purposes and in such quantities as may be necessary; and, as far as practicable, cold-storage compartments other than those usually allotted to the commissary department are to be temporarily used for the purpose of spreading out this meat rather than having it closely packed in a crowded compartment while any other availage cold-storage compartments are empty or partly so.

3. In the event that any of this meat appears to be unfit for issue, a board of survey consisting of three commissioned officers will be called to examine into the matter, and the proceedings of each such board shall be submitted for final action by the commander in chief in conformity with the terms of the purchase contract according to which reimbursement of the cost of all meat which spoils within thirty days from January 29 will be refunded by the contractor: *"Provided, however, That such deterioration be not in any manner or measure attributable to fault or negligence on the part of any representative of the United States."*

Respectfully,

C. S. SPERRY,
*Rear Admiral, U. S. Navy,
Commander in Chief United States Atlantic Fleet.*

The COMMANDING OFFICER.

59. The several measures taken were immediately effective as is shown by the following consolidated statement of principal items of provisions on board all vessels at the end of February 4, compiled by me from individual ships' reports received in obedience to the commander in chief's signal:

Principal items of provisions on board battle ships preparatory to leaving Gibraltar February 4, 1909.

Ship.	Beverages.		Breads.		Cereals, etc.	
	Quantity.	Days.	Quantity.	Days.	Quantity.	Days.
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>	
Connecticut.....	3,480	40	15,900	20	1,580	20
Vermont.....	2,805	30	34,500	40	4,830	40
Kansas.....	3,389	26	52,051	26	2,680	26
Minnesota.....	2,774	28	31,700	30	825	18
Georgia.....	3,450	40	41,125	40	1,900	30
Nebraska.....	4,540	40	37,100	46	2,640	20
New Jersey.....	1,600	21	26,129	30	4,330	21
Rhode Island.....	3,620	57	45,850	56	1,500	15
Louisiana.....	2,980	40	60,100	55	2,090	85
Virginia.....	2,480	30	20,000	30	5,200	30
Missouri.....	3,103	34	41,365	38	6,792	70
Ohio.....	2,620	30	24,575	30	4,900	60
Wisconsin.....	3,010	49	47,950	60	2,630	50
Illinois.....	3,200	26	51,853	26	2,445	26
Kearsarge.....	4,010	52	25,832	32	1,500	15
Kentucky.....	3,080	30	25,100	27	3,280	36
Panther.....	725	90	16,050	70	725	20

Ship.	Fruits.		Meats.		Milk.		Vegetables.	
	Quantity.	Days.	Quantity.	Days.	Quantity.	Days.	Quantity.	Days.
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>	
Connecticut.....	4,280	20	24,472	22	3,000	330	32,759	25
Vermont.....	4,423	77	28,857	25	1,086	25	32,962	45
Kansas.....	4,132	26	35,954	26	2,686	26	38,376	26
Minnesota.....	14,578	80	38,318	23	6,975	80	32,457	45
Georgia.....	9,802	35	28,138	25	1,976	25	40,324	30
Nebraska.....	4,500	18	22,000	23	400	21	39,488	45
New Jersey.....	4,619	21	23,671	21	1,428	21	33,371	25
Rhode Island.....	16,030	28	33,957	34	2,222	47	40,004	33
Louisiana.....	9,675	55	39,236	40	5,854	85	48,688	40
Virginia.....	8,359	60	22,144	30	5,364	30	54,741	30
Missouri.....	8,301	45	23,224	30	9,010	154	33,832	40
Ohio.....	6,225	30	27,478	28	5,093	60	39,743	40
Wisconsin.....	3,376	50	28,907	36	2,600	44	51,780	80
Illinois.....	7,560	26	24,160	26	2,433	26	32,586	.....
Kearsarge.....	5,620	17	20,212	46	3,278	32	32,563	74
Kentucky.....	12,210	36	39,358	30	5,580	80	38,660	30
Panther.....	1,680	70	10,162	41	384	40	7,440	90

60. These provisions lasted throughout the homeward voyage; and, notwithstanding the impetus given to wholesale condemnations * * *, the entire quantity surveyed throughout the fleet showed a negligibly small proportion to the total quantity discharged by the *Culgoa*—the large majority of the ships, in fact, using every pound received and experiencing no trouble whatever with the Marseille meat.

61. The correspondence with reference to the few surveys that did occur was continued for some time; but, in view of all the facts the commander in chief did not feel justified in any case to recommend a claim for reimbursement under the contract—the incipient panic having been really without foundation and having been suppressed

by instant and very vigorous action, of which the following indorsement is a fair sample:

[Third indorsement, No. 4833.]

OFFICE OF THE COMMANDER IN CHIEF,
UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Enroute to Hampton Roads, Va., February 17, 1909.

Subject: * * *.—Re survey of fresh meat received from the U. S. S. *Culgoa*.

1. Respectfully returned through the * * * division commander, to the commanding officer U. S. S. * * *, for more exact information with return of papers, as to: (a) The condition of the within-described meat when it was received on board; (b) who actually examined it; (c) what evidence of decomposition was observed; (d) how long it had been on board or away from the supply ship when examined; (f) whether and to what extent the "evidence of having been stowed while warm" and the fact that it "had not been frozen and was soft and flabby" contributed directly to the condemnation of this meat rather than to the supposed condition which made condemnation seem appropriate; (g) whether condemnation was in fact made on account of deterioration already occurred or was attributable rather to apparent lack of prospective keeping qualities.

2. The amount of meat condemned on board the U. S. S. * * * is so great, constituting one-fourth of entire condemnation of fresh meat received from the supply ship at Gibraltar, that the commander in chief desires specific information in as much detail as possible, so that he may justly pass judgment on the question of reimbursement under the contract, one clause of which stipulates that the contractor must refund the cost of all meat that spoils through no fault of any representative of the United States.

C. S. SPERRY,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

62. While the Gibraltar fresh provisions situation was in its most critical stage, another somewhat delicate question arose as to reimbursement of parties interested in the Uruguayan bark *Maria* and the Italian bark *Thomas*, both of which had been slightly damaged when the repair ship *Panther* brushed against the former in entering the man-of-war harbor at Gibraltar.

63. Having been ordered by the commander in chief to effect a settlement if possible, I made every effort to do so; and was about to settle on the presentation of proper papers as follows:

Statement by master sworn to before Uruguayan consul under seal that the Uruguayan bark *Maria* is owned by Pelegrin Vidal, of Barcelona, Spain; and that he, the master, on behalf of said owner, accepts the sum of \$1,946.60 (£400) from the fleet paymaster, United States Atlantic Fleet, in full payment of all claims of reimbursement of every nature to which the said company became entitled by reason of the collision between said bark *Maria* and the U. S. S. *Panther* at Gibraltar, Spain, January 30, 1909.

Statement by master, sworn to before Italian consul under seal, that the Italian bark *Thomas* is owned by the Societa Italiana di Navigazione a Vela of Naples, Italy; and that he, the master, on behalf of said owner, accepts the sum of \$97.33 (£20) from the fleet paymaster, United States Atlantic Fleet, in full payment of all claims of reimbursement of every nature to which the said company became entitled by reason of the collision between said bark *Thomas* and the U. S. S. *Panther*, at Gibraltar, Spain, January 30, 1909.

64. In the last stages of the negotiations, however, another claimant presented himself; and so, when I insisted on having the master's statement as to full payment embrace the words "including damage and demurrage," the negotiations came to an abrupt ending—as shown by the following report by me and letter by the commander in chief:

UNITED STATES ATLANTIC FLEET,
 U. S. S. CONNECTICUT (FLAGSHIP),
 Gibraltar, February 5, 1909.

SIR: In obedience to your order, I have the honor to submit this report of my efforts to effect a settlement with the representatives of the Uruguayan bark *Maria* and the Italian bark *Thomas* for damage sustained by being run into by the U. S. S. *Panther* January 30, 1909, in this port.

2. After the adjournment of the board of investigation shortly after noon to-day, Naval Constructor L. B. McBride, U. S. Navy, a member of the board, officially informed me that the board had decided to recommend a total award of £400 to the *Maria* and £20 to the *Thomas* in full payment of all claims against the United States.

3. I then had a conference with the representatives of both vessels, and, after prolonged discussion, I got them to understand that the checks in payment would have to be made out in favor of the owners of the respective craft and delivered to the local representatives in the presence of their respective consuls who would, meanwhile, have to furnish sworn statements signed by such local representatives that the settlement recommended by the board was just and that payment in accordance therewith fully reimbursed the owners for all loss and damage of every kind, also statements sworn to by the respective consuls identifying the local representatives as such, and to the further effect that, in their opinion, the settlement was fair and complete.

4. The representatives of both vessels expressed themselves as satisfied with this arrangement, and I thought that the negotiations were definitely concluded when, just at the end of the interview, Mr. Manuel Gomez, agent for the underwriters of the cargo (of 800 tons of brick which was to be transhipped from the *Thomas* to the *Maria*) stated that he also had a claim against the Government—for wharfage £5 8s. 9d. for each day beginning January 31 and until the two vessels are ready to continue transhipping the cargo, and a further sum of 300 francs per day reimbursement to the *Thomas* for the pay of the crew. He explained the wharfage charge by the statement that the military authorities are charging him 1 penny per day per net registered ton for each of the vessels; the tonnage of the *Maria* being 551 and of the *Thomas* 754. Mr. Gomez stated that the wharfage might be remitted in the discretion of Admiral Goodrich, the local commandant, and he urged me to back up his written application by a personal request on the commandant. I, of course, explained to him that I could do nothing in such a matter without specific instructions from the commander in chief.

5. Hence the status of the matter at this time (4 p. m., February 5, 1909) is that, although the board has awarded and the local representatives are willing to accept, damages in the sum of \$1,946.60 to the *Maria* and \$97.33 to the *Thomas*, there still remains the underwriters' additional claim of \$84.36 per day on which I understand the board did not make any award and the amount of which could not, as far as I can see, be definitely determined in any event for the reason that there is not at this time any way of telling how many days must elapse before the two vessels will be in such condition as to warrant resumption of work.

6. Inasmuch as there is but one cargo consisting of 800 tons of brick to be transhipped from the *Thomas* to the *Maria*, the claim of the underwriters extends, of course, to both vessels, and I am convinced, therefore, that the representatives of neither vessel would be able, under these circumstances, to sign such a certificate and release as would warrant the making of any payment whatever.

Very respectfully,

S. McGOWAN,
 Pay Inspector, U. S. Navy, Fleet Paymaster.

The COMMANDER IN CHIEF.

OFFICE OF THE COMMANDER IN CHIEF,
 UNITED STATES ATLANTIC FLEET,
 U. S. S. CONNECTICUT (FLAGSHIP),
 Gibraltar, February 5, 1909.

SIR: With reference to the collision between the U. S. S. *Panther* and the Uruguayan bark *Maria* and Italian bark *Thomas* in Gibraltar Harbor January 30, 1909, the commander in chief transmits herewith a copy of the record of proceedings of the board of investigation convened by his order and of which Capt. Frank F. Fletcher, U. S. Navy, is president, a copy of a letter from the fleet paymaster to the commander in chief setting forth the efforts made to effect a settlement, a copy of a letter and pro-

test dated February 4 from Mr. Manuel Gomez on behalf of the underwriters of the cargo, and a copy of a claim for £279 wharfage and demurrage filed by him late this afternoon.

2. While the commander in chief approves the recommendation of the board that damages be paid the *Maria* and the *Thomas* in the respective sums of £400 sterling, the present status of the case seems to be that the claim of the underwriters of the cargo is somewhat indeterminate and is such that it can not now be settled by the commander in chief; which being the case, it would appear to be entirely out of the question for the representatives of either vessel to be able to sign such a complete receipt and final release as would warrant the commander in chief in making any payment whatever at this time.

3. It is therefore requested that you take the matter up with the several parties in interest and inform them that, while the commander in chief is willing to settle all known and established claims, he is unable to authorize payments which might subsequently be found to be other than full and complete, and it will consequently be necessary to settle the question of the loss sustained and reimbursement therefor through the agency of the United States consul.

Very respectfully,

C. S. SPERRY,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The UNITED STATES CONSUL,
Gibraltar.

65. The *Culgoa* was sent on ahead of the fleet so as to take on a cargo for distribution on arrival at Hampton Roads February 22, the necessary requisition therefor on the Bureau of Supplies and Accounts having been made by cable from Gibraltar.

66. A proposed distribution sheet was made up, based on quantities requisitioned. When we got into wireless communication with the *Culgoa* lying at Hampton Roads, however, it was found that the items had been altered to a certain extent, and the following memorandum was therefore submitted:

Revised distribution sheet for Culgoa's Hampton Roads cargo.

Article.	Quantity on Culgoa.	Connec- ticut, Louisi- ana, Min- nesota (each).	Vermont, Rhode Island, Virginia, Nebraska, Georgia, Kansas, New Jersey (each).	Missouri, Ohio, Ken- tucky, Wis- consin, Illinois, Kearsarge (each).	Re- maining for aux- iliaries (alt.).
Beef.....pounds..	116,000	8,000	7,200	6,400	3,200
Mutton.....do.....	8,000	550	500	450	150
Veal.....do.....	20,000	1,400	1,200	1,100	800
Pork loin.....do.....	50,000	3,500	3,100	2,700	1,600
Bologna.....do.....	3,000	200	175	150	275
Pork sausage.....do.....	15,000	1,000	900	800	900
Luncheon meat.....do.....	5,000	325	300	275	275
Frankfurters.....do.....	5,000	325	300	275	275
Apples, fresh.....do.....	10,000	700	600	500	700
Butter.....do.....	18,000	1,150	1,050	950	1,500
Cabbage.....do.....	16,000	1,100	1,000	900	300
Onions.....do.....	12,000	850	750	650	300
Potatoes.....do.....	223,000	16,000	14,000	12,000	5,000
Eggs.....dozen..	6,000	400	350	300	550

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.
U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route Gibraltar to Hampton Roads, Va., February 21, 1909—8 p. m.

67. In conformity therewith the following circular letter was sent out immediately after the fleet's arrival:

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, making passage to Hampton Roads, Va., February 21, 1909.

SIR: The U. S. S. *Culgoa* will issue to the vessels of the first and second squadrons of the United States Atlantic Fleet provisions as follows:

	Connecticut, Louisiana, Minnesota (each).	Vermont, Rhode Island, Virginia, Nebraska, Georgia, Kansas, New Jersey (each).	Missouri, Ohio, Kentucky, Wisconsin, Illinois, Kearsarge (each).	Time of issue.
Beef.....	pounds.	8,000	7,200	6,400
Mutton.....	do.....	550	500	450
Veal.....	do.....	1,400	1,200	1,100
Pork loin.....	do.....	3,500	3,100	2,700
Bologna.....	do.....	200	175	150
Pork sausage.....	do.....	1,000	900	800
Luncheon meat.....	do.....	325	300	275
Frankfurters.....	do.....	325	300	275
Apples, fresh.....	do.....	700	600	500
Butter.....	do.....	1,150	1,050	950
Cabbage.....	do.....	1,100	1,000	900
Onions.....	do.....	850	750	650
Potatoes.....	do.....	16,000	14,000	12,000
Eggs.....	dozen..	400	350	300

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

COMMANDING OFFICER.

68. The provisions received from the *Culgoa* at Hampton Roads were—in principal items—entirely sufficient to last until the fleet dispersed to the various navy-yards to which the several vessels were assigned.

69. It was, therefore, not until near the end of April, 1909, that the question of fleet supply of subsistence stores was again taken up, as the following recommendations and circular letters show:

MEMORANDUM FOR THE CHIEF OF STAFF.

In compliance with verbal directions received from you last night, I am taking up the question of *Ajax*, *Culgoa* and *Celtic* with reference to fleet supply this summer and fall.

With the *New Hampshire*, *Idaho*, and *Mississippi* in the second division and the *Montana* and *North Carolina* in Mediterranean waters, there seems to be no good reason why we should not have both the *Culgoa* and the *Celtic* for months to come; and, if these two could carry miscellaneous naval supply-fund supplies in addition to the necessary provisions, it would leave the *Ajax* with only coal (for the auxiliaries and small craft), oil and waste.

It seems to me that the best results can be obtained by recommissioning the *Ajax* with navy complement—including an assistant paymaster—though, of course, the need for such a change would be much more urgent in the event that a general naval supply-fund cargo had to be carried as heretofore.

I believe we are not going to get anything in that line that we do not ask for (probably not near all that we do ask for). So I suggest a letter to the Bureau of Navigation asking (1) that the *Culgoa* and *Celtic* be ordered at once to New York yard to fit out with provisions and naval supply-fund stock for the approaching maneuvers, (2) that the *Ajax* be similarly ordered, to carry only coal, oils, and waste; also that she be recommissioned with a navy complement including a pay officer.

The *Culgoa* has only three big ships down there now; and, by giving them each three weeks' supply of everything (which they can, or ought to, easily accommodate) she can come right on up here without putting anybody out in the least.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. ATLANTIC FLEET,
U. S. S. *Connecticut* (Flagship),
Navy-Yard, New York, April 30, 1909.

MEMORANDUM FOR THE CHIEF OF STAFF.

In line with my suggestion the other day that the *Culgoa* and *Celtic* both be commandeered for the forthcoming maneuvers, I suggest that the exact list of provisions to be carried by them be made up at once and forwarded to Washington with request for such distribution between the two supply ships as you may deem advisable.

In order that enough and not too much of all provisions may be obtained and for the further purpose of meeting as far as possible the individual needs of each ship (and incidentally fixing responsibility for any dead stock we may get caught with) I suggest that a circular letter be sent at once to every vessel of the fleet—including the Guantanomo contingent, the torpedo craft and auxiliaries—directing:

(1) That all provisions storeroom spaces be filled to their utmost capacity June 15, 1909.

(2) That an itemized list, arranged alphabetically by classes and by items within classes, be sent at once to the commander in chief, showing the exact quantities of provisions which will be on board each ship as directed on June 15.

(3) Also an additional list showing the exact quantity of each item of provisions, in addition to what can be carried on board, necessary to be carried on the supply ships to last to September 30, 1909; this list to be alphabetically arranged by classes and by items within classes.

(4) Also a statement of the total number of officers and of enlisted persons, including chief petty officers and marines, on board; and how many, if any, such number is short of the authorized complement or the number expected to be carried during the maneuvers.

While I believe the itinerary is by no means fixed as yet, it can not make very much difference just what our movements will be if we are to depend on the supply ships for all deliveries while the fleet is together—a course which, I am sure you will agree with me, is most advisable if not indeed absolutely necessary.

In regard to the naval supply-fund stock to be carried on the supply ships or on the *Ajax*, or both, I suggest that a similar inquiry be made of all ships and for the same purpose—that is, in order that we may have ample supplies to meet all actual needs and yet avoid carrying around from place to place a considerable quantity of things that nobody wants.

I assume that Washington will, of course, have all fresh meats inspected before killing, during the butchering and freezing, and particularly on delivery to the supply ships, as the Agricultural Department inspectors are, I understand, employed for that very purpose; and I think the more service we can get out of them in cooperation with and assistance to the pay officers of the supply ships the better will be the results obtained.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 4, 1909.

MEMORANDUM FOR THE CHIEF OF STAFF.

I suggest that a copy of the accompanying letter 108324-108325 of the Bureau of Supplies and Accounts be sent to the commanding officers of the *Connecticut*, *Vermont*, *Minnesota*, *Georgia*, and *New Jersey*, as it is of immediate and vital interest to them.

Incidentally, I think it would be well, as already pointed out by me, to get a line on what the ships want rather than to fill up the store ships with what (from shore, it seems) they ought to want.

However, if there is room on board for a big supply and Washington wants to put it there, I can see no special objection from our standpoint; provided, of course, they do carry what the ships need and are liable to call for.

With reference to this and also the provisions and clothing situation, I submit that the sooner the *Celtic* comes under the commander in chief's command (and all papers re fitting out pass through your hands) the better.

U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 6, 1909.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, N. Y., May 6, 1909.

SIR: 1. A letter from the Bureau of Supplies and Accounts is quoted for your information:

"NAVY DEPARTMENT,
"BUREAU OF SUPPLIES AND ACCOUNTS,
"Washington, D. C., April 30, 1909.

"SIR: The following memorandum has been received from the Bureau of Navigation, under date of April 27, 1909:

"It is the present intention to have the supply ships *Celtic* and *Culgoa* in attendance on the Atlantic Fleet during the coming summer, and it is desired that the *Celtic* should begin to load at the New York Navy-Yard about June 17, by which date the battle ships should have left that yard, the *Culgoa* to load later. The bureau requests that the necessary steps be taken for the loading of the *Celtic* at that place and time."

"The bureau desires to have a full variety of stores under title 'Y' put on board each of these supply ships in addition to other stores. This is in pursuance of its intention to take advantage of the conditions presented by the practice of having the fleet cruise in company constantly accompanied by a supply ship to make such vessel a floating storehouse for the fleet. This will permit the battle ships to reduce the stocks of supplies necessary to be carried by them individually for emergencies, which is desirous, for obvious reasons, and will particularly aid the five vessels now operating under the consolidated stores system to reduce their sea stores for the cruise in prospect to a minimum without fear of having to go farther than the supply ship to meet any unexpected deficiencies.

"The bureau wishes, therefore, the general storekeeper to prepare a list of title 'Y' stores which it is proposed to put upon the *Celtic*, it being understood that she has already been fitted up to receive and care for such supplies in a proper manner. Sufficient copies of this list should be made to supply one each to the general storekeepers of the *Connecticut*, *Vermont*, *Minnesota*, *Georgia*, and *New Jersey*, with the statement that the items enumerated will be placed on the supply ship by the New York yard and can be depended upon to be in her stock. This information should be given them in order that they may guide themselves accordingly in preparing their individual requisitions under title 'Y' for sea stores. A copy of this list should also be forwarded to the bureau for its information.

"Very respectfully,

"J. S. CARPENTER,
"Acting Chief of Bureau.

"GENERAL STOREKEEPER,
"Navy-Yard, New York, N. Y.,
"(Commandant)."

By direction of the commander in chief,

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 7, 1909.

SIR: 1. It is directed that all provision storeroom spaces on board the vessel under your command be filled by June 15, 1909, and that the following reports be forwarded to the commander in chief as soon as possible:

(a) That an itemized list, arranged alphabetically by classes, and by items within classes, showing the exact quantities of provisions which will be on board as directed on June 15.

(b) Also an additional list showing the exact quantity of each item of provisions, in addition to what can be carried on board, necessary to be carried on the supply ships to last until September 30, 1909; this list to be alphabetically arranged by classes, and by items within classes.

2. There are inclosed two blank forms for your use, upon one of which the above-mentioned reports will be submitted.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief United States Atlantic Fleet.

The COMMANDING OFFICER.

MEMORANDUM FOR THE CHIEF OF STAFF.

It is now eleven days since the commander in chief's letter went out directing all battle ships to submit, on a prescribed form which was furnished them, itemized lists of the provisions which they will have on board June 15, 1909, and which they estimate will be necessary to place on board the two supply ships for their use.

Up to this time but eight replies have been received.

It is of the very utmost importance that the other five replies be received without any further delay, as the entire commissary programme for the forthcoming maneuvers is being held up pending their receipt.

Each day that passes without informing the Bureau of Supplies and Accounts exactly what we want (and where we want it and when) increases the chance of confusion and delay, with the consequent result of having to accept inferior fresh provisions at the last moment and of most probably having our supply ships loaded for us—a condition which would be liable to repeat the San Francisco fiasco and practically nullify the advantage of all the experience we have gained in that direction on the cruise.

It is therefore urgently recommended that the following telegram be sent immediately to the commanding officer of each of the delinquent vessels (*Georgia*, *New Jersey*, *Louisiana*, *Virginia*, and *Missouri*):

"Submit immediately on prescribed form estimate of provisions in compliance with commander in chief's letter of May 7."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

MAY 19, 1909.

TELEGRAM TO THE GEORGIA, NEW JERSEY, LOUISIANA, VIRGINIA, AND MISSOURI.

NAVY-YARD, NEW YORK, N. Y.

U. S. S. *Connecticut* (Flagship), May 19, 1909.

Submit immediately on prescribed form estimate of provisions in compliance with commander in chief's letter of May 7.

SCHROEDER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, N. Y., May 19, 1909.

SIR: After conferring with the pay officers of the supply ships *Celtic* and *Culgoa*, I respectfully suggest that the Bureau of Supplies and Accounts be furnished with estimates as hereinafter stated of quantities of fresh provisions needed to be placed on board the supply ships for use from June 15 to September 30, 1909, inclusive.

In calculating the quantities of fresh provisions required, the vessels of the fleet have been divided as follows according to estimated complements:

Ships.	Officers, crew and marines.
6 Connecticuts.....	6,000
5 Rhode Islands.....	4,500
5 Wisconsins.....	4,000
12 torpedo craft.....	1,000
5 auxiliaries.....	650
Total number to be rationed.....	16,150

The total number of subsistence days (June 15 to September 30, 1909) is 108. Every vessel of the fleet, excluding torpedo destroyers, will (or ought to) carry at least twenty days' fresh stores on leaving the navy-yard; there remaining eighty-eight days' stores to be carried on board the supply ships. Leaving a small margin for emergencies and surveys, this requires 1,450,000 pounds of fresh meats—allowing for each person one pound per day, which past experience would indicate to be sufficient.

In order to attain the maximum of keeping qualities and the minimum of loss on fresh potatoes and onions, it is deemed highly advisable to so divide the deliveries of fresh vegetables to the supply ships as to enable them not to have to take on board at any one time more than four weeks' supply for the fleet—separate deliveries to be made from time to time at such ports as may be most convenient for the supply ships to call at; also that the battle ships and auxiliaries be definitely directed to have on board on June 15 twenty days' supply of fresh vegetables and no more.

Very respectfully,

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

The COMMANDER IN CHIEF.

MEMORANDUM FOR THE CHIEF OF STAFF.

In connection with the supply-ship programme outlined in my letter to the commander in chief, dated May 19, 1909, it is suggested:

Culgoa.—Discharge her fresh meats into the *Celtic* June 22. Begin loading non-perishable provisions from the P. and C. depot July 15. Begin loading fresh meats and fresh vegetables July 18. Join the fleet at Provincetown July 25; remaining with the fleet until about September 15, when her entire cargo will have been exhausted.

Celtic.—Begin taking on board nonperishable provisions from the P. and C. depot June 14. Begin loading fresh meats June 18; begin taking on fresh vegetables June 20. Take on board the *Culgoa*'s cargo of fresh meats June 22. Join the fleet at Hampton Roads June 25; remaining with the fleet until her cargo of fresh vegetables is exhausted, about August 14. Leave the fleet August 14 to replenish her supply of fresh vegetables at Hampton Roads. Rejoin the fleet at Southern Drill Grounds about August 22; remaining with the fleet until her entire cargo is exhausted, about September 15.

It will be observed that this schedule contemplates but one cargo of fresh vegetables for the *Culgoa* (as she will be the last to get away from here) and two for the *Celtic*, the *Celtic*'s second cargo of fresh vegetables being a little larger than the first; also that, after once joining the fleet, neither supply ship will, during the maneuvers, be absent at any time except the *Celtic*, just long enough to go into Hampton Roads for a load of fresh vegetables—until, of course, all the supplies on board both ships have been taken on board the other vessels.

The proposed dates for the fitting out of these two supply ships are predicated on the assumption that the fleet itself will carry out of the navy-yards on June 15 certainly enough fresh provisions to last over ten days, and the further fact that it is absolutely necessary to load the perishable provisions just as late as possible in order to have the supply ships join the fleet by the time they are needed for use.

The various dates used in the foregoing are taken from the official memorandum you showed me about three days ago.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 21, 1909.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 26, 1909.

SIR: 1. Referring to paragraph 2 of fleet paymaster's letter, dated May 19, 1909, there is transmitted herewith a recapitulation of quantities of provisions required by the 13 battle ships of the Atlantic Fleet from June 15 to September 30, 1909, based upon estimates from vessels now in the fleet in response to the commander in chief's letter of May 5, 1909.

2. Attention is particularly invited to the following list of total net weights of provisions which the various vessels report as capable of filling all provision storeroom spaces June 15, 1909, as directed in paragraph 1 of the commander in chief's letter of May 7, 1909:

	Pounds.
Connecticut.....	248,000
Kansas.....	188,300
Louisiana.....	313,000
Vermont.....	249,000
Minnesota.....	301,600
Nebraska.....	183,000
Georgia.....	226,500
Virginia.....	333,000
Rhode Island.....	268,000
New Jersey.....	234,000
Wisconsin.....	201,500
Ohio.....	159,000
Missouri.....	242,500

3. The figures furnished by the 13 battle ships now in the fleet show such marked variations in practically every article that it was deemed necessary to go very carefully over all figures submitted and compare them with the data covering actual issues during the cruise around the world before determining the quantities to be carried on the supply ships for the period beginning June 15 and ending September 30, 1909. In arriving at said figures 16,150 was assumed to be the number of persons to be subsisted for the 108 days. A margin of 10 per cent was allowed in every item to cover possible losses and unforeseen emergencies. Subject therefore to the foregoing remarks, it is recommended that the Bureau of Supplies and Accounts be requested to place on board the two supply ships the following quantities of provisions for use by the Atlantic Fleet during the period mentioned:

		Culgoa.	Celtic.
Coffee.....	pounds	20,000	30,500
Tea.....	do	1,000	1,000
Corn meal.....	do	1,000	1,000
Flour, wheat.....	do	300,000	400,000
Oatmeal.....	do	10,000	10,000
Rice.....	do	20,000	20,000
Apples, dried.....	do	1,500	2,000
Apricots, tinned.....	do	10,000	15,000
Peaches, tinned.....	do	20,000	25,000
Beef, fresh.....	do	320,000	480,000
Chicken.....	do	17,000	18,000
Mutton.....	do	15,000	25,000
Pork:			
Loins.....	do	90,000	130,000
Sausage.....	do	20,000	30,000
Veal.....	do	100,000	130,000
Eggs, fresh.....	dozen	10,000	15,000
Bacon.....	pounds	35,000	60,000
Beef:			
Chipped.....	do	1,000	2,000
Corned.....	do	25,000	50,000
Pork, salt.....	do	10,000	20,000
Bologna.....	do	8,000	12,000
Frankfurters.....	do	25,000	30,000
Ham, smoked.....	do	40,000	60,000
Milk, condensed.....	do	10,000	25,000
Onions.....	do	60,000	90,000
Potatoes.....	do	560,000	890,000
Corn, tinned.....	do	10,000	20,000
Peas, tinned.....	do	5,000	10,000
Tomatoes, tinned.....	do	15,000	20,000
Butter, fresh.....	do	25,000	45,000
Cheese.....	do	2,000	3,000
Extract:			
Lemon.....	gallons	30	40
Vanilla.....	do	70	80
Lard.....	pounds	10,000	20,000
Salt.....	do	10,000	10,000
Sauerkraut.....	do	5,000	7,500
Sugar.....	do	20,000	65,000

4. If the present schedule date of departure from navy-yards (June 15) is to be adhered to, it is deemed advisable that all nonperishable provisions for the *Celtic* be on hand ready to begin loading June 14, 1909, fresh meats June 18, 1909, and fresh

vegetables June 19, 1909; that the *Celtic* take on board at New York about the date mentioned half of the total quantity of fresh potatoes and fresh onions shown in the foregoing list, the other half to be received by her at Hampton Roads by August 14, 1909; also that the *Culgoa*'s nonperishable cargo be ready for loading by July 14, 1909, and her fresh meats and vegetables by July 17, 1909.

5. From a comparison of the foregoing supply-ship list with the individual estimates submitted by the pay officers of the battle ships, it will be observed that a number of items of fancy groceries, fresh fruits, nonstaple fresh meats, etc., have been omitted from the list to be carried by the supply ships. This omission is intentional, as it is believed to be distinctly inadvisable for the supply ships to be burdened with any article which is not in common use by a number of vessels or which can be conveniently carried or readily procured by individual vessels; in other words—following out the idea conveyed by the wording of the blank forms distributed with the commander in chief's letter of May 7, 1909, "Remainder to be drawn from battle ships"—the supply-ship programme hereinbefore outlined is based on the assumption that each individual ship will take on board all provisions she can properly accommodate, leaving for the supply ships to carry the balance of staple articles in general use only.

6. If the plan outlined meets with the approval of superior authority, it is particularly important that all commanding officers be informed thereof in order that commissary officers may know exactly what to expect of the supply ships.

Very respectfully,

S. McGOWAN,

Pay Inspector, U. S. Navy, Fleet Paymaster.

The COMMANDER IN CHIEF.

MEMORANDUM FOR CHIEF OF STAFF.

In compliance with your verbal order of last night, I am submitting the following draft of circular letter to be sent out now:

"Please direct the pay officer of the vessel under your command to submit to you on the afternoon of June 15, 1909, for immediate transmittal to the commander in chief an itemized list of all provisions on board, said items to be arranged alphabetically by classes and by items within classes according to the sequence followed in forms furnished with the commander in chief's letter of May 7, 1909.

"By direction, etc."

S. McGOWAN,

Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 27, 1909.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, N. Y., June 9, 1909.

SIR: 1. The following extracts from two letters of the fleet paymaster and the text of letter from the Bureau of Supplies and Accounts are quoted for the information and guidance of the commissary officer of the vessel under your command:

"After conferring with the pay officers of the supply ships *Celtic* and *Culgoa*, I respectfully suggest that the Bureau of Supplies and Accounts be furnished with estimates as hereinafter stated of quantities of fresh provisions needed to be placed on board the supply ships for use from June 15 to September 30, 1909, inclusive.

"In calculating the quantities of fresh provisions required, the vessels of the fleet have been divided as follows according to estimated complements:

Ships.	Officers, crew, and marines.
6 Connectic和平	6,000
5 Rhode Islands	4,500
5 Wisconsins	4,000
12 torpedo craft	1,000
5 auxiliaries	650
Total number to be rationed.	16,150

"The total number of subsistence days (June 15 to September 30, 1909) is 108. Every vessel of the fleet, excluding torpedo destroyers, will (or ought to) carry at least twenty (20) days' fresh stores on leaving the navy-yard; there remaining eighty-eight (88) days' stores to be carried on board the supply ships. Leaving a small margin for emergencies and surveys, this requires one million four hundred and fifty thousand (1,450,000) pounds of fresh meats, allowing for each person one pound per day, which past experience would indicate to be sufficient.

"In order to attain the maximum of keeping qualities and the minimum of loss on fresh potatoes and onions, it is deemed highly advisable to so divide the deliveries of fresh vegetables to the supply ships as to enable them not to have to take on board at any one time more than four weeks' supply for the fleet, separate deliveries to be made from time to time at such ports as may be most convenient for the supply ships to call at; also that the battle ships and auxiliaries be definitely directed to have on board on June 15 twenty (20) days' supply of fresh vegetables and no more."

"Referring to paragraph 2 of fleet paymaster's letter, dated May 19, 1909, there is transmitted herewith a recapitulation of quantities of provisions required by the thirteen battleships of the Atlantic Fleet from June 15 to September 30, 1909, based upon estimates from vessels now in the fleet in response to the commander in chief's letter of May 7, 1909.

"The figures furnished by the thirteen battle ships now in the fleet show such marked variations in practically every article that it was deemed necessary to go very carefully over all the figures submitted and compare them with the data covering actual issues during the cruise around the world before determining the quantities to be carried on the supply ships for the period beginning June 15 and ending September 30, 1909. In arriving at said figures 16,150 was assumed to be the number of persons to be subsisted for the 108 days. A margin of 10 per cent was allowed in every item to cover possible losses and unforeseen emergencies. Subject, therefore, to the foregoing remarks, it is recommended that the Bureau of Supplies and Accounts be requested to place on board the two supply ships the following quantities of provisions for use by the Atlantic Fleet during the period mentioned:

		Culgoa.	Celtic.
Coffee.....	pounds	20,000	30,500
Tea.....	do	1,000	1,000
Corn meal.....	do	1,000	1,000
Flour, wheat.....	do	300,000	400,000
Oatmeal.....	do	10,000	10,000
Rice.....	do	20,000	20,000
Apples, dried.....	do	1,500	2,000
Apricots, tinned.....	do	10,000	15,000
Peaches, tinned.....	do	20,000	25,000
Beef, fresh.....	do	320,000	480,000
Chicken.....	do	17,000	18,000
Mutton.....	do	15,000	25,000
Pork:			
Loins.....	do	90,000	130,000
Sausage.....	do	20,000	30,000
Veal.....	do	100,000	130,000
Eggs, fresh.....	dozen	10,000	15,000
Bacon.....	pounds	35,000	60,000
Beef:			
Chipped.....	do	1,000	2,000
Corned.....	do	25,000	50,000
Pork, salt.....	do	10,000	20,000
Bologna.....	do	8,000	12,000
Frankfurters.....	do	25,000	30,000
Ham, smoked.....	do	40,000	60,000
Milk, condensed.....	do	10,000	25,000
Onions.....	do	80,000	90,000
Potatoes.....	do	560,000	890,000
Corn, tinned.....	do	10,000	20,000
Peas, tinned.....	do	5,000	10,000
Tomatoes, tinned.....	do	15,000	20,000
Butter, fresh.....	do	25,000	45,000
Cheese.....	do	2,000	3,000
Extract lemon.....	do	30	40
Extract vanilla.....	do	70	80
Lard.....	do	10,000	20,000
Salt.....	do	10,000	10,000
Sauerkraut.....	do	5,000	7,500
Sugar.....	do	20,000	65,000

"From a comparison of the foregoing supply-ship list with the individual estimates submitted by the pay officers of the battle ships, it will be observed that a number of items of fancy groceries, fresh fruits, nonstaple fresh meats, etc., have been omitted from the list to be carried by the supply ships. This omission is intentional, as it is believed to be distinctly inadvisable for the supply ships to be burdened with any article which is not in common use by a number of vessels or which can be conveniently carried or readily procured by individual vessels; in other words, following out the idea conveyed by the wording of the blank form distributed with the commander in chief's letter of May 7, 1909, 'Remainder to be drawn from supply ships, the supply-ship programme hereinbefore outlined is based on the assumption that each individual ship will take on board all provisions she can properly accommodate, leaving for supply ships to carry the balance of staple articles in general use only.'

"If the plan outlined meets with the approval of superior authority, it is particularly important that all commanding officers be informed thereof, in order that commissary officers may know exactly what to expect of supply ships."

"NAVY DEPARTMENT,
"BUREAU OF SUPPLIES AND ACCOUNTS,
"Washington, D. C., June 7, 1909.

"SIR: With reference to provisioning the Atlantic Fleet for the period beginning June 15 and ending September 30, 1909:

"The bureau has approved, with slight additions, the estimates submitted in the fleet paymaster's letters of May 19 and May 26, 1909. It also approves the plan outlined by him for provisioning the fleet during this period.

"The bureau accordingly requests that all commissary officers be notified as to these dispositions and be directed to be governed accordingly.

"Respectfully,

"E. B. ROGERS,
"Paymaster-General, U. S. Navy.

"COMMANDER IN CHIEF,
United States Atlantic Fleet,
(Through Bureau of Navigation)."

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, June 13, 1909.

SIR: 1. You will forward to the commander in chief on June 25, 1909, a report, on fleet form No. 6, of all provisions on board the vessel under your command.

2. In this connection attention is particularly invited to paragraph 1 of the commander in chief's letter of May 7, 1909, and also to following extract from forthcoming fleet regulations with reference to the proper method of preparing such report:

"Immediately before departure from any port, an itemized and alphabetically arranged list of provisions on board and fit for issue will be prepared by the pay officer and forwarded by the commanding officer as near the time of sailing as possible but so as to be in the hands of the commander in chief before the vessel leaves port (Fleet Form No. 6). In the absence of the commander in chief this list will be sent to the senior officer present to be forwarded to the commander in chief at the first opportunity. The record of provisions on hand being properly kept (by means of the "Daily Ration Record, Supplies and Accounts Form 26," entered absolutely up to date) an inventory should not be necessary. The information required is as to how much of each article of provisions is on board in good condition and how long each class (such as total quantity of breads of all kinds, of beverages of all kinds, of meats of all kinds, etc.), will last without materially reducing the usual bill of fare. The number of days will therefore be stated for each class, but not for any item or items within a class; it being immaterial for the purpose for which this particular list is intended whether—for example—fresh beef be the only meat on hand, or whether other items, such as veal, bologna, corned beef, smoked ham, etc., enter into the total of the meat class. If the supply of provisions is properly assorted, the various classes may of course be reasonably expected to last about the same length of time—special care

being exercised that no class of articles be permitted to become unduly reduced in consequence of lack of stowage space due to over supply of articles of a different class."

Respectfully,

SEATON SCHROEDER,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy- Yard, New York, June 14, 1909.

SIR: 1. Referring to the commander in chief's letter of June 9, 1909, inasmuch as the scheduled day of departure from navy-yards for vessels of the Atlantic Fleet has been postponed ten days, it is suggested that the original quantities of the following-named articles, to be placed on board of the *Celtic* at this time, be reduced to the following:

	Pounds.
Frozen beef.....	400,000
Frozen mutton.....	20,000
Frozen pork loins.....	90,000
Frozen pork sausage.....	25,000
Frozen veal.....	90,000
Fresh potatoes.....	300,000
Fresh onions.....	25,000

Very respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The SECRETARY OF THE NAVY,

Navy Department, Washington, D. C.

(Bureau of Supplies and Accounts via Bureau of Navigation.)

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy- Yard, New York, N. Y., June 14, 1909.

SIR: 1. As the date of departure from navy-yards has, in some cases, been postponed, you will, in compliance with the instructions contained in the commander in chief's letters of May 7 and June 9, 1909, direct the commissary officers of the vessels under your command to have on board at the time of departure from the navy-yard all the nonperishable provisions and frozen meats that can be properly accommodated and of fresh vegetables twenty days' supply and no more.

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy- Yard, New York, June 17, 1909.

SIR: 1. Referring to commander in chief's letter, dated June 14, 1909, recommending a reduction of the quantities of certain items of frozen meats and of vegetables to be placed on board the *Celtic* for the use of the Atlantic Fleet during the coming summer owing to the fact that the departure of ships from the various navy-yards has been postponed ten days.

2. It is understood that the officer in charge of the provisions and clothing department at this navy-yard is unable to induce the contractors to reduce the quantity of any article ordered for the *Celtic*. It is therefore requested that the reduction recommended in the *Celtic*'s cargo be made instead in the *Culgoa*'s cargo, and in order to secure the maximum keeping qualities and to incur the minimum loss through deterioration of perishable provisions, the date set for the loading of the *Culgoa* be postponed ten days.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The SECRETARY OF THE NAVY,

Navy Department, Washington, D. C.

(Bureau of Navigation.)

CAPE COD BAY, July 9, 1909.

Fleet special order:

1. General stores carried on board the supply ships *Celtic* and *Culgoa* under naval supply fund shall be issued only on requisitions approved by the commander in chief.
2. Requisitions for provisions shall be invariably made at least one day in advance of the time when the articles are to be drawn; and, whenever such a requisition is approved by the commanding officer of a vessel, he shall at the same time signal, if practicable, to the supply ship enumerating the articles and quantities required; formal requisition to follow in the next guard boat. In naming articles required the alphabetical sequence shown on fleet form No. 6 shall be observed.
3. Each vessel sending to a supply ship for provisions shall send a working party of at least 10 men in charge of a chief petty officer of the deck force. All men included in such parties shall wear shoes and stockings; those who are to enter the cold storage compartments shall wear blue working trousers and be provided with jerseys.
4. Fresh meats shall be issued only between the hours of 5 and 8 a. m. and the hours of 5 and 8 p. m.
5. When a provision boat is alongside the supply ship, sharp lookout shall be kept for signals from the supply ship, so that a steamer may be sent as soon as the boat is loaded.

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Cape Cod Bay, July 9, 1909.

SIR: 1. Concerning issues by the supply ship *Celtic* during the fleet's visit to Cape Cod Bay, the following instructions will govern.

2. Battle ships will require for fresh meats and vegetables for ten days and no more.
3. Fresh meats will be issued to vessels of the fleet by divisions, as follows:

First division, Saturday, July 10, 5 to 8 p. m.
 Second division, Monday, July 12, 5 to 8 a. m.
 Third division, Monday, July 12, 5 to 8 p. m.
 Fourth division, Tuesday, July 13, 5 to 8 a. m.
 Second division, Saturday, July 17, 5 to 8 p. m.
 First division, Monday, July 19, 5 to 8 a. m.
 Third division, Monday, July 19, 5 to 8 p. m.
 Fourth division, Tuesday, July 20, 5 to 8 a. m.
 Third division, Saturday, July 24, 5 to 8 p. m.
 Fourth division, Monday, July 26, 5 to 8 a. m.
 First division, Monday, July 26, 5 to 8 p. m.
 Second division, Tuesday, July 27, 5 to 8 a. m.
 Fourth division, Saturday, July 31, 5 to 8 p. m.
 Third division, Monday, August 2, 5 to 8 a. m.
 First division, Monday, August 2, 5 to 8 p. m.
 Second division, Tuesday, August 3, 5 to 8 a. m.

4. Vessels scheduled to draw fresh meats in the morning will draw any other needed stores during the forenoon of that day and at no other time; vessels scheduled to draw fresh meats in the evening will draw any other needed stores during the afternoon of that day and at no other time.

5. The auxiliaries *Panther*, *Yankton*, *Montgomery*, *Prairie*, *Dixie*, and *Castine* will be permitted to draw fresh meats and provisions only upon Thursdays and Fridays and on Saturday mornings.

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

70. Within two weeks after the arrival of the fleet in Cape Cod Bay complaint arose as to the fresh potatoes being supplied by the *Celtic*, and very soon they were being surveyed and condemned in large quantities throughout the fleet. * * *

71. The following tabulations show all condemnations, by dates and then by ships:

	Pounds.
July 6. Georgia.....	3,400
12. Connecticut.....	1,500
13. Wisconsin.....	2,000
13. Virginia.....	4,125
	<hr/>
14. Louisiana.....	2,500
14. Ohio.....	8,300
14. Rhode Island.....	4,178
14. Virginia.....	1,625
14. Wisconsin.....	5,000
	<hr/>
15. Maine.....	4,500
17. Mississippi.....	12,000
19. Vermont.....	4,000
19. New Hampshire.....	3,000
19. New Jersey.....	2,000
19. Minnesota.....	6,000
19. Connecticut.....	12,000
19. Louisiana.....	5,000
	<hr/>
20. Panther.....	32,000
21. Maine.....	5,500
21. Wisconsin.....	4,000
	<hr/>
22. New Jersey.....	9,500
22. Ohio.....	2,000
22. Rhode Island.....	9,100
	<hr/>
23. Yankton.....	3,810
23. Georgia.....	100
	<hr/>
24. Montgomery.....	1,000
25. Celtic.....	1,100
26. Panther.....	600
26. Georgia.....	48,100
	<hr/>
29. Minnesota.....	1,400
	<hr/>
Total.....	5,300
	<hr/>
	6,700
	<hr/>
	9,000
	<hr/>
Total.....	172,838

	Pounds.
Connecticut.....	13,500
Vermont.....	4,000
Louisiana.....	7,500
Minnesota.....	15,000
New Hampshire.....	3,000
Mississippi.....	12,000
Georgia.....	9,700
New Jersey.....	4,000
Rhode Island.....	7,988
Virginia.....	5,750
Wisconsin.....	11,000
Maine.....	10,000
Ohio.....	17,400
Panther.....	3,200
Celtic.....	48,100
Yankton.....	100
Montgomery.....	600
	<hr/>
Total	172,838

72. Owing, to a certain extent, to the several changes in dates of departure of vessels from navy-yards, the instructions as to stock-

ing up with provisions for the summer maneuvers had not been uniformly complied with; so at Provincetown I suggested and the commander in chief promulgated the following fleet order:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Cape Cod Bay, July 19, 1909.

SIR: 1. Referring to paragraph (b), article 284, Fleet Regulations, it is not intended that a list of provisions on board (Fleet Form No. 6) be submitted each time a vessel temporarily leaves Provincetown during the present maneuvers.

2. A list will, however, be submitted on the prescribed form August 3, 1909, showing the exact quantities of each article of provisions on board at noon of that day fit for issue, how long each class of articles will last, and in addition what further quantity of each article will be needed during the period ending September 30, 1909. This additional information will be shown in red ink on the right margin of Form No. 6 and will be stated with as much precision as possible, bearing in mind the facts that supply-ship estimates must be based thereon, and that while an adequate supply is to be kept constantly available for the fleet, it is highly inadvisable to overstock with perishable provisions.

Respectfully,

SEATON SCHROEDER,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

73. The following correspondence as to Provincetown potatoes is self-explanatory:

SUGGESTED WIRELESS TO BUNAV FOR BUSUP.

Owing to surveys and New York short deliveries of *Celtic* potatoes, 100 tons of new crop probably required about July 23. Suggest bureau secure bids now this year's crop delivery on board *Celtic* at Provincetown on forty-eight hours' notice. Quantity to be increased 25 or decreased 50 per cent at option of commander in chief when placing final order and fixing date of delivery.

S. McG.

JULY 17, 1909.
Sent July 19, p. m.

[Wireless telegram—U. S. S. *Connecticut*, receiving.

JULY 20, 1909—8.27 P. M.

PAY INSPECTOR McGOWAN:

Can I make an appointment with you for Wednesday, July 21, and, if so, at what hour?

JOHN ADAMS,
Naval Contractor.

MEMORANDUM FOR THE CHIEF OF STAFF.

Herewith is a wireless message I received late last night from the provisions contractor at Provincetown.

What I fancy he wants to see me about is the question of turning over to us under his contract a carload of fresh potatoes which the commissary officer of the *Connecticut* tells me the contractor has on hand at Provincetown awaiting orders from the fleet.

Now, while I am not in a position to speak positively as to any one ship, I believe that the potato situation in the fleet is really worse than it has ever been since that week preceding our arrival at Manila, when we ran short in consequence of the *Culgoa* having failed to meet us at Albany.

Inasmuch as we have not heard yet from the bureau as to what it proposes to do about the 100 tons to be purchased, I suggest:

I. That the ships of the fleet be queried now by wireless as to the exact quantity of usable potatoes now on board.

II. That, if it is found that some of the ships are really out of potatoes, a wireless be sent to the commanding officer of the *Celtic* to-day to take on board under local contract a carload of potatoes now said to be at Provincetown (or such portion thereof

as may be needed to comfortably provide for the various ships until next Saturday) and bring them out to the fleet either to-night or to-morrow morning.

III. That the commanding officer of the *Celtic* be, at the same time, directed to make arrangements with the local contractor to deliver at Provincetown next Saturday about 70,000 pounds more, so as to last the fleet until delivery can be secured on the purchase order the bureau has been requested to arrange for.

IV. (This last suggestion is, of course, based on the assumption that a number of vessels are now about out of potatoes.)

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

JULY 21, 1909.

[Wireless telegram.—U. S. S. *Connecticut*, receiving.]

JULY 21, 1909—12.01 P. M.

To COMMANDER IN CHIEF,
Atlantic Fleet.

Owing to the limited time, please direct fleet paymaster award contract 100 tons new potatoes delivery *Celtic* forty-eight hours notice, quantity to increase 25 per cent or decrease 50 per cent option.

CARPENTER.

[Wireless to *Yankton*.]

Send following telegram immediately to purchasing pay officer, Boston, and purchasing pay officer, New York: "Please issue immediately proposals for 225,000 pounds new crop Irish potatoes per navy specifications, to be delivered free on board *Celtic* at Provincetown July 26. Potatoes to be packed in octagonal shaped ventilated crates. Inspection as to quantity and quality by paymaster of *Celtic*. Instruct bidders to immediately telegraph bids to commander in chief, Provincetown. Schroeader." *Yankton* will furnish John Adams, Provincetown, copy of this message.

[Wireless to *Maine*.]

Take on board at Boston sufficient fresh potatoes to last through August 9.

JULY 21, 1909—1.30 P. M.

[Wireless telegram.—U. S. S. *Connecticut*, receiving.]

JULY 21, 1909—7.20 P. M.

To Commander in Chief SCHROEDER:

Your communication sent by messenger received. Already have contract for potatoes for fleet in the absence of potatoes being on board supply ship. The contract was given me in May, 1909, by Bureau of Supplies and Accounts. Your communication conflicts entirely with my contract. In the absence of your not having a copy of my contract I would be glad to furnish the same to you. Would like to have an appointment with you at once before these proposals are issued. Kindly wire me immediately at what time I can see you. My contract certainly must mean something.

JOHN ADAMS, *Naval Contractor.*

MEMORANDUM FOR THE CHIEF OF STAFF.

I have not a copy of the contract between the bureau and Mr. John Adams of Provincetown; but the price of potatoes on said contract is published to the service in the bureau's memorandum No. 99, Supplement A, dated June 15, 1909.

The price (2½ cents per pound) plus the very detailed statement offered by Mr. Adams in his wireless to the commander in chief as to the circumstances under which he is to supply the fleet show plainly why he insists on furnishing this 225,000 pounds of potatoes under his existing contract rather than admit of any competition—namely: Mr. Adams has a contract for supplying comparatively small quantities of potatoes as needed from time to time at a very liberal retail price, whereas the present demand is an unusual and an unexpected one for a very large quantity of potatoes which (unless I am much mistaken) can be bought in bulk considerably cheaper than he would supply them under his retail contract.

It was due to the fact that he has the local contract that I was careful to suggest that he be made acquainted with the present situation so that he might have an opportunity to bid in competition with various others—that is, so as not to shut him out in his own territory. If the price shown on his existing contract is the fair market value at wholesale, then it stands to reason that it will make no difference at all to Mr. Adams whether he puts in a new bid at that figure or simply supplies the 225,000 pounds under his old contract. If, however, the present market condition is such that we can get better offers, it would be manifestly contrary to the best interests of the United States to place an unexpected wholesale order under a retail contract at a higher price.

Be this as it may, the "communication" to which Mr. Adams so vigorously objects is in exact conformity with the telegraphic directions received this noon from the Bureau of Supplies and Accounts; and if, therefore, he considers he has any case, it is to the bureau and not the commander in chief that Mr. Adams should address himself.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

JULY 21, 1909.

[Wireless telegram.—U. S. S. *Yankton*, receiving.]

JULY 22, 1909—9.04 A. M.

To YANKTON:

Inform Mr. John Adams that if he considers he has any case concerning contract for potatoes he must seek redress through Bureau of Supplies and Accounts at Washington, as orders for purchase come from that office.

From SCHROEDER.

[Memorandum.]

Mr. John Adams informed at 9.30 a. m., July 22, 1909.

CHAS. B. McVAY, Jr.,
Lieut. Comdr. U. S. Navy.

[Wireless received at 11.15 a. m., July 21, 1909.]

For Admiral SCHROEDER, *Connecticut*.

Navy pay office can not obtain bids for delivery of potatoes on board *Celtic*. If bids can be obtained, will be delivery in ventilated barrels at Provincetown wharf. Answer. Would you consider sending *Celtic* to navy-yard pier?

SWIFT.

MEMORANDUM FOR THE CHIEF OF STAFF.

It is suggested that the following wireless be sent to the commandant, Boston Navy-Yard, in reply to his message just received:

"*Celtic* can not come to Boston. Delivery of potatoes in ventilated barrels at Provincetown wharf will be satisfactory. Inspection and payment to be made by pay officers of individual vessels receiving potatoes."

If the foregoing message is sent it will be but fair to telegraph the purchasing pay officer at New York directing him to modify terms of delivery accordingly and also to have the *Yankton* or the *Celtic* notify Mr. John Adams at Provincetown that the modification has been made in order that he may intelligently bid if he sees fit to do so.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

JULY 22, 1909.

[Wireless telegram received from Boston.—U. S. S. *Connecticut*, receiving.]

JULY 22, 1909—2.45 P. M.

Admiral SCHROEDER,
Commander in Chief, Atlantic Fleet.

T. D. Baker Company are telegraphing you offering to deliver in lighter alongside *Celtic* quantity of potatoes required Monday morning at contract price.

SWIFT.

[Wireless telegram received from Boston, 22, via *Yankton*.—U. S. S. *Connecticut*, receiving.]

JULY 22, 1909—11.15 A. M.

For C. IN C., Conn.

Acknowledging telegram forwarding purchase potatoes, report every effort made to have delivered. Wire bids, with result that possibly two firms will deliver alongside ship Provincetown. Others will bid for delivery in navy-yard. Can not be supplied in crates.

LITTLEFIELD.

[Wireless telegram received from Washington via *Yankton*.—U. S. S. *Connecticut*, receiving.]

JULY 22, 1909—11.20 A. M.

For SCHROEDER, Conn.

Referring to-day's telegram about purchasing potatoes, Adams's contract conflicts item twenty-five—5,000 pounds new potatoes. Direct that these should be ordered and the opened purchase modified accordingly.

ROGERS.

[Wireless telegram received from New York, 22, via *Yankton*.—U. S. S. *Connecticut*, receiving.]

JULY 22, 1909—11.40 A. M.

For C. in C. SCHROEDER.

Will deliver potatoes July 26 in double-head barrels, net weight, \$2.15 per hundred. Immediate reply. Crates impossible.

JAMES E. MORRIS.

[Wireless telegram received from Boston via *Yankton*.—U. S. S. *Connecticut*, receiving.]

JULY 22, 1909—12 M.

For C. IN C., Conn.

Will deliver alongside dock at navy-yard Boston, U. S. S. *Celtic*, 225,000 pounds new crop Irish potatoes in ventilated barrels at 2 cents pound, as per on contract can convenience loading on receipt of telegram given notice of departure of *Celtic* from Provincetown Sunday except a reply favorable or otherwise will be appreciated.

BOSTON PROVISION AND SUPPLY CO.

[Wireless telegram received from Boston July 22 via *Yankton*.—U. S. S. *Connecticut*, receiving.]

JULY 23, 1909—11.50 A. M.

For C. IN C., Conn.

We will deliver 205,000 pounds new crop Irish potatoes in ventilated barrels alongside *Celtic*, Provincetown Harbor, for 2 cents pound. Lighter to leave Boston Sunday, 25th, weather permitting. Conditions upon acceptance to-day.

T. O. BAKER,
721 Washington street.

[Wireless telegram received from Boston, via *Yankton* July 22—U. S. S. *Connecticut*, receiving.]

JULY 23, 1909—11.53 A. M.

For C. IN C., Conn.:

Can not deliver on board *Celtic*, Provincetown, but can deliver alongside *Celtic*, navy-yard, Boston, July 28, 225,000 pounds new Irish potatoes, in bags, at \$2.20 per bag. Contract providing acceptance by 9 o'clock Friday.

P. H. WALL & Co.

[Wireless telegram received from Provincetown, Mass., via Cape Cod—U. S. S. *Connecticut*, receiving.]

JULY 23—2.16 P. M.

I have received no proposals from Boston pay office for potatoes. Please inform me at what time I must submit my bid. I think, however, you will receive word from the Bureau of Supplies and Accounts, Washington, D. C., to-day regarding my contract. Please answer.

JOHN ADAMS,
Naval Contractor, Provincetown.

[Wireless telegram, dated New York, July 23, received from *Yankton*, via *Louisiana*—U. S. S. *Connecticut* receiving.]

JULY 24, 1909—12.15 A. M.

For COMMANDER IN CHIEF,
Connecticut, *Provincetown*:

What you want me to do? Don't understand what is meant by *Celtic* can not go to Boston from telegram this morning. With all to whom proposals were sent it seems James E. Morris was the only bidder. Don't know their price. They sent it to you. Bidders don't like to give prices to two places. If they are to furnish potatoes by 26th, they wish immediate notice. Shall I tell them to go ahead?

MUDD.

MEMORANDUM FOR THE CHIEF OF STAFF.

Portions of the wireless telegrams which were received to-day in regard to potatoes are evidently inaccurate to a certain extent and confusing—the one from Washington, for example, indicating that a former message sent from there has not been received here.

It would seem to be the bureau's intention, however, that 25,000 pounds of new potatoes are to be ordered from John Adams, the local contractor in Provincetown, at the annual contract price of $2\frac{1}{2}$ cents per pound, and that the remaining 200,000 pounds be purchased outside.

As shown by the accompanying wireless telegrams, the bids received up to this hour (2 p. m. July 23, 1909) are as follows:

James E. Morris & Co., New York: Delivery July 26 in double-headed barrels; price \$0.0215 per pound.

T. D. Baker & Co., Boston: Delivery in ventilated barrels alongside *Celtic* "lighter to leave Boston Sunday, July 25, weather permitting;" price \$0.02.

P. H. Wall & Co., Boston: Delivery in bags alongside *Celtic*, Boston Navy-Yard, July 28; price \$0.022.

Boston Provision and Supply Company, Boston: Delivery alongside dock, navy-yard, Boston; price \$0.0225.

As will be seen from the foregoing, Morris, of New York, and Baker, of Boston, are the only two bidders offering delivery at Provincetown, the former's price being \$0.0215 per pound against \$0.02 per pound offered by the latter.

It is therefore recommended that the following wireless be sent to the *Yankton*:

Send following telegram immediately:

"T. D. BAKER COMPANY, 721 Washington street, Boston Mass.:

"If you can unconditionally guarantee delivery July 26, order is hereby placed for delivery in ventilated barrels alongside *Celtic*, Provincetown Harbor, of 200,000 pounds Irish potatoes, new crop, per navy specifications; price 2 cents per pound net; inspection as to quantity and quality by pay officers receiving potatoes. Answer immediately whether you can certainly make delivery July 26. If not, order will be placed elsewhere to-night.

"SCHROEDER."

Also the following in a separate message to the *Yankton*:

"Notify John Adams, Provincetown, that he has been purposely kept informed of all outgoing correspondence concerning bids for 25,000 pounds of potatoes in order that he might submit a bid if he saw fit, and that he has therefore been in a position to submit a bid really before any other dealer was. If he cares to submit a bid now he can do so, although the order has been conditionally placed. He will be expected to deliver on board the *Celtic* Saturday morning 25,000 pounds new potatoes, under his existing contract."

The second wireless message is suggested in view of the message just received from Mr. Adams..

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

JULY 23, 1909

MEMORANDUM FOR THE CHIEF OF STAFF.

It is suggested that directions be given to distribute the *Celtic*'s new cargo of potatoes (coming from Boston July 26) on the basis of complement as follows:

	Pounds
Connecticut.....	15,000
Vermont.....	14,000
Kansas.....	14,000
Louisiana.....	14,000
Minnesota.....	14,000
New Hampshire.....	15,000
Mississippi.....	11,000
Idaho.....	12,000
Georgia.....	13,000
New Jersey.....	13,000
Nebraska.....	13,000
Rhode Island.....	13,000
Virginia.....	13,000
Wisconsin.....	10,500
Ohio.....	12,000

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

JULY 23, 1909.

[Wireless telegram received from Boston, July 22, via *Yankton*—U. S. S. *Connecticut*, receiving.]

JULY 23, 1909—11.48 A. M.

For C. IN C., Conn.:

Will deliver 225,000 pounds new Irish potatoes in ventilated barrels, 150 pounds potatoes net each barrel, at \$2.25 per barrel aboard U. S. S. *Celtic*, Provincetown, July 26, subject to acceptance 9 a. m., July 23.

LANE & Co.

NOTE.—This wireless message was received by chief of staff some time after 1 p. m., July 23, 1909, and was handed by him to fleet paymaster at 4.10 p. m.

[Wireless telegram received from *Dixie*, via *Louisiana*—U. S. S. *Connecticut*, receiving.]

JULY 23, 1909—7.30 P. M.

For CONN.:

T. D. Baker Company, Boston, accepts by telephone message contract for potatoes and will confirm acceptance by telegraph.

FOLEY.

[Wireless telegram received from Cape Cod.—U. S. S. *Connecticut* receiving.]

JULY 23, 1909—9.50 P. M.

For COMMANDER IN CHIEF, *Connecticut*:

I will deliver potatoes as per your wireless through *Yankton* to me at the price of 1.98 cents per pound. Have the necessary amount on hand at present. Please reply.

JOHN ADAMS,
Naval Contractor, Provincetown.

[Wireless telegram, dated July 23, 1909, received from *Yankton*, via *Louisiana*.—U. S. S. *Connecticut* receiving.]

JULY 24, 1909—12.10 A. M.

Referring to our bid for potatoes we will supply them in new 2-bushel bags at same price if desired. Much easier handled.

T. D. BAKER Co.,
721 Washington street, Boston.

[Wireless telegram received from Provincetown, Mass., July 23.—U. S. S. *Connecticut* receiving.]

For C. IN C.:

In confirmation of my message to you via naval wireless telegraph station, Highland, North Truro, Mass., I will deliver 200,000 pounds potatoes as per your wireless to quote navy pay officer, New York, July 22, 8.23 p. m., at the price of 1.98 cents per pound. Am prepared to commence delivery Sunday, July 25, upon notice of acceptance.

JOHN ADAMS, Naval Contractor.

MEMORANDUM FOR THE CHIEF OF STAFF.

I can see no useful purpose to be served by paying any attention to the two wireless messages received from John Adams, since he was informed yesterday that order for 200,000 pounds of potatoes had been conditionally placed—the condition having been immediately complied with and the transaction therefore closed.

As it appears to be fairly plain that Mr. Adams is but laying the foundation for a new appeal to the department, I particularly suggest that he be allowed to continue doing all the writing, and further that, if he seeks an interview on that subject, he be informed that a written communication from him is, under the circumstances, preferable to any oral intercourse.

With reference to the message received this forenoon from the navy pay office, New York, I think it due to the bidders there and in Boston that they should know that the order has been placed—particularly as the Boston Provision and Supply Company for one requested in its bid to be informed as to the success of said bid, favorable or otherwise.

Hence, I suggest that the following identical telegram be sent now to the navy pay offices at New York and Boston, a copy being meanwhile furnished to Mr. Adams at Provincetown:

"Order for 200,000 pounds potatoes has been placed with T. D. Baker Company, Boston.

"SCHROEDER."

S. McGOWAN,

Pay Inspector, U. S. Navy, Fleet Paymaster.

JULY 24, 1909.

[Telegram.—U. S. S. *Connecticut* sending.]

JULY 24, 1909.

NAVY PAY OFFICE, New York.

NAVY PAY OFFICE, Boston, Mass.

Order for 200,000 pounds potatoes has been placed with T. D. Baker Company, Boston, Mass.

SCHROEDER.

(A copy of the above has been sent to John Adams, Provincetown, Mass.)

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Provincetown, Mass., July 24, 1909.

SIR: 1. It is expected that a consignment of new crop Irish potatoes will be received on the *Celtic* on Monday the 26th instant. Unless delayed in transit they will be distributed as follows:

MONDAY AFTERNOON.

	Pounds.
Connecticut	14,000
Vermont	14,000
Kansas	14,000
Louisiana	14,000

TUESDAY FORENOON.

	Pounds.
Minnesota	14,000
New Hampshire	14,000
Mississippi	14,000

WEDNESDAY FORENOON.

	Pounds.
Georgia	13,000
New Jersey	13,000
Nebraska	13,000
Rhode Island	13,000

WEDNESDAY AFTERNOON.

	Pounds.
Virginia	13,000
Wisconsin	10,000
Ohio	12,000

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

74. Even after the foregoing distribution had been made, the potato situation was not entirely relieved, as is shown by the following:

MEMORANDUM FOR THE CHIEF OF STAFF.

Referring to the repeated memoranda from the *Celtic* and inquiries from dealers as to purchase of another lot of potatoes, the 225,000 pounds recently purchased were—as you are aware—estimated to last the fleet until August 9, by which time the *Culgoa*'s cargo is expected to be available. But the ships themselves have not been heard from in this regard, and, in the absence of definite data from them, I anticipate the possibility of shortages in individual cases attributable partly to the presence of Naval Militia and partly to variations in bills of fare.

Hence, in order to clinch the matter and to know beforehand that we shall run no chance of leaving our base of supplies short on potatoes, I suggest that the following inquiry be made of all the battle ships to-day:

“Report at once what quantity of fresh potatoes additional to quantity now on board will be needed to last through August 9.”

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Cape Cod Bay, July 29, 1909.

[Wireless telegram.—U. S. S. *Connecticut* sending.]

JULY 29, 1909.—8.30 P. M.

To battle ships of fleet:

Report at once what quantity of fresh potatoes additional to quantity now on board will be needed to last through August 9.

SCHROEDER.

MEMORANDUM FOR CHIEF OF STAFF.

With reference to the signals which have just come in showing that, to carry the fleet through August 9, the *Connecticut* needs 10,000 pounds more potatoes, the *Vermont* 10,000 pounds, the *Kansas* 10,000 pounds, the *Minnesota* 5,000 pounds, the *New Hampshire* 5,000 pounds, the *Georgia* 5,000 pounds, the *New Jersey* 9,000 pounds, the *Nebraska* 6,000 pounds, the *Rhode Island* 8,000 pounds, the *Virginia* 13,000 pounds, the *Wisconsin* 10,000 pounds, the *Maine* 4,000 pounds, and the *Ohio* 5,000 pounds, it is suggested that the following telegram be sent at once to the Bureau of Navigation:

“Fleet will need 50,000 pounds of fresh potatoes additional to present stock to last until *Culgoa* supply becomes available August 9; does the Bureau of Supplies and Accounts wish this 50,000 pounds to be taken from John Adams at his contract price of $2\frac{1}{2}$ cents per pound or shall they be purchased in Boston probably 20 per cent cheaper?”

As you are aware, it will be perfectly easy to get these potatoes from Boston or from John Adams; only, as the Adams contract calls for annual total of only 25,000 pounds, which has already been taken in full, I think it wiser—and by far the most consistent thing to do in view of our former action—to put the question squarely up to the Washington authorities and let them decide it in advance. If a wireless telegram is gotten off this morning, we ought to have the answer by to-morrow, which will be plenty of time to do whatever is directed in the matter.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT,
Provincetown, Mass., July 30, 1909.

75. The suggested telegram was not sent; but such quantities of potatoes as were considered absolutely indispensable were obtained from the local contractor under his contract.

76. Meanwhile, the replies to the commander in chief's circular letter calling for estimates on quantities to last until September 30—the end of the maneuver period—were carefully canvassed, and the following letter was accordingly sent:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Hampton Roads, Va., August 6, 1909.

SIR: 1. The following figures are deduced from tabulated recapitulation of provisions reports dated August 3, 1909:

Item.	Total quantities estimated by 15 battle ships to be needed (in addition to what is now on board) to last through Sept. 30, 1909.	Estimated quantities needed with 20 per cent added for errors, armored cruisers, auxiliaries, Missouri, and Culgoa together.	Total quantity now on board supply ships Celtic and Culgoa together.	Stock now on board supply ships exceeds estimated needs.	Estimated needs exceed stock now on board supply ships.
Cocoa			880	880	
Coffee.....	do.....	1,300	1,526	39,000	37,474
Tea.....	do.....	568	681	1,431	750
Corn meal.....	do.....	500	600	4,350	3,750
Flour, wheat.....	do.....	203,700	244,450	570,800	326,350
Barley.....	do.....			725	725
Cornstarch.....	do.....	800	960	710	250
Hominy.....	do.....	1,000	1,200		1,200
Oatmeal—rolled oats.....	do.....	5,840	4,608	21,820	17,212
Rice.....	do.....	4,000	4,800	39,800	35,000
Tapioca or sago.....	do.....			192	192
Eggs, fresh.....	do.....	24,340	29,208	10,710	18,498
Apricots, canned.....	do.....	3,000	3,600	24,275	20,675
Fruit butter, jams, and jellies.....	do.....	3,600	4,320	605	5,715
Peaches, canned.....	do.....	3,000	3,600	43,107	39,507
Pears, canned.....	do.....	2,000	2,400	3,674	1,247
Apples, dried.....	do.....	4,000	480	2,950	2,470
Peaches, dried.....	do.....			1,700	1,700
Prunes, dried.....	do.....			1,600	1,600
Raisins, dried.....	do.....			800	800
Apples, fresh.....	do.....	3,000	3,600		3,600
Bananas, fresh.....	do.....	3,000	3,600		3,600
Cranberries.....	do.....	200	240		240
Oranges, fresh.....	do.....	5,000	6,000		6,000
Beef:					
Fresh.....	pounds.....	409,316	491,179	467,240	33,939
Hearts.....	do.....	2,400	2,880		2,880
Livers.....	do.....	1,500	1,800		1,800
Clams.....	do.....	250	300		300
Fish, fresh.....	do.....	7,000	8,400		8,400
Hamburger steak.....	do.....	2,400	2,880		2,880
Fowl.....	do.....	3,500	3,960	18,350	14,390
Mutton, fresh.....	do.....	32,626	39,151	11,695	27,458
Oysters.....	do.....	100	120		120
Pork:					
Loins.....	do.....	117,869	141,443	89,205	52,238
Sausage.....	do.....	37,900	45,480	18,200	27,280
Veal.....	do.....	77,196	92,635	114,441	21,806
Ham, pressed.....	do.....	4,300	5,160		5,160
Pigs' feet, compressed.....	do.....	500	600		600
Headcheese.....	do.....	500	600		600
Fish, salt, shredded.....	do.....	500	600		600
Sardines.....	do.....	800	960		960
Bacon, tinned.....	do.....	5,500	6,600	94,680	88,080
Beef:					
Chipped, tinned.....	do.....	2,500	3,960	3,024	936
Corned, tinned.....	do.....	10,400	12,480	75,456	62,976
Ham, tinned.....	do.....	600	720	2,328	1,300
Salmon, tinned.....	do.....	3,700	4,440	9,600	5,160
Beef, corned, salt.....	do.....	1,000	1,200		1,200
Pork, salt.....	do.....	800	960	28,300	27,340
Codfish, salt.....	do.....			1,944	1,944
Beef tongues, smoked.....	do.....	2,400	2,880		2,880
Bologna.....	do.....	19,150	22,980	9,700	13,280
Frankfurters.....	do.....	35,800	42,960	35,625	6,335
Sugar-cured hams.....	do.....	34,200	41,040	85,212	44,172
Milk:					
Condensed.....	do.....	19,240	23,088		7,248
Evaporated.....	do.....	2,560	3,072	2,016	1,056
Fresh.....	do.....	100	120		120

Item.	Total quantities estimated by 15 battle ships to be needed (in addition to what is now on board) to last through Sept. 30, 1909.	Estimated quantities needed with 20 per cent added for errors, armored cruisers, auxiliaries, Missouri, and surveys.	Total quantity now on board supply ships Celtic and Culgoa together.	Stock now on board supply ships exceeds estimated needs.	Estimated needs exceed stocks now on board supply ships.
Pickles (pay department).....	1,718	2,062	969	.....	1,093
Sauerkraut.....	4,000	4,800	6,463	1,663	.....
Beans, lima, canned.....	2,400	3,000	1,753	.....	1,247
Beans, stringed, canned.....	500	600	1,710	910	.....
Corn, canned.....	4,000	4,800	26,690	21,890	.....
Peas, canned.....	4,100	4,920	12,088	7,168	.....
Tomatoes.....	13,300	15,960	29,899	13,969	.....
Beans:					
Lima, dried.....	1,000	1,200	1,900	700	.....
White, dried.....	5,100	6,120	1,888	396	4,932
Peas, split.....	.....	.....	396	396	3,600
Beets, fresh.....	3,000	3,600	.....	.....	3,600
Cabbage.....	8,600	10,320	.....	.....	10,320
Carrots.....	2,000	2,400	.....	.....	2,400
Celery.....	600	720	.....	.....	720
Corn on cob.....	6,000	7,200	.....	.....	7,200
Cucumbers.....	500	600	.....	.....	600
Kale.....	1,000	1,200	.....	.....	1,200
Lettuce.....	1,500	1,800	.....	.....	1,800
Onions.....	53,000	63,600	40,300	.....	23,300
Potatoes.....	919,000	1,102,800	412,912	.....	689,888
Spinach.....	800	960	.....	.....	960
Tomatoes.....	2,700	3,240	.....	.....	3,240
Baking powder.....	400	480	750	270	.....
Butter.....	28,736	34,483	56,929	22,446	.....
Catsup.....	2,205	2,640	.....	.....	2,640
Cheese.....	5,120	6,144	5,149	.....	995
Extract, flavoring.....	.....	.....	208	208	.....
Hops.....	.....	.....	470	470	.....
Lard.....	8,220	9,864	23,670	13,806	.....
Macaroni.....	1,500	1,800	10,000	8,200	.....
Mustard.....	.....	.....	150	150	.....
Pepper.....	100	120	399	279	.....
Salt.....	5,400	6,480	17,300	10,820	.....
Spices.....	.....	.....	150	150	.....
Sugar.....	45,400	54,480	64,884	10,404	.....
Sirup.....	625	750	155	.....	595
Vinegar.....	80	96	80	.....	16

2. In the preliminary tabulation from which the foregoing totals were compiled, the figures for the *Mississippi* and *Idaho* were copied from the very complete report submitted from the *Maine* which has about the same complement—the *Mississippi* report omitting any mention of estimated needs and the *Idaho* report being based upon the idea of leaving an “ample quantity” in the storeroom at the end of the period under consideration. The several vessels grouped in the “error-survey” column are so placed because the time of their arrival is not definitely known, whereas the source of their supply is different from that of the other ships and there is no way of telling at this time just what they will have on board when they join the fleet.

3. It will be observed that, accepting the offered figures in their entirety, there are 44 items of which there is an apparent excess of supply over demand and 47 items on which an apparent deficiency is shown; but of these 47 deficient items 29 do not come within the category of “staple articles in general use” and are therefore practically negligible in so far as the supply ship programme is concerned. Nonstaple items, of which there is an apparent deficiency, are as follows: Hominy, fresh apples, fresh bananas, fresh cranberries, fresh oranges, fresh beef hearts, fresh beef livers, fresh clams, fresh fish, hamburger steak, fresh oysters, compressed ham, compressed pigs’ feet, headcheese, shredded fish, sardines, corned fresh beef, smoked beef tongue, fresh milk, fresh beets, fresh cabbage, fresh carrots, fresh celery, corn on cob, fresh cucumbers, fresh kale, fresh lettuce, fresh spinach, fresh tomatoes.

4. Thus the net apparent supply ship deficiency is narrowed down to the following 18 items:

Cornstarch.....	250
Fresh eggs.....	18,498
Frozen beef.....	33,939
Frozen mutton.....	21,806
Frozen pork loins.....	52,238
Frozen pork sausage.....	27,280
Chipped beef, tinned.....	936
Bologna, smoked.....	13,280
Milk, evaporated.....	1,056
Cucumbers, pay department.....	1,093
Lima beans, canned.....	1,247
Beans, white, dried.....	4,932
Onions, fresh.....	23,300
Potatoes, fresh.....	689,888
Catsup.....	2,640
Cheese.....	995
Sirup.....	595
Vinegar.....	16

5. Careful comparison of the various apparently deficient items with excess items within the same classes shows that:

Against the apparent deficiency of 250 pounds of cornstarch (required by only 3 ships) there is an excess of 725 pounds of barley, 17,212 pounds of oatmeal and rolled oats, 35,000 pounds of rice, and 192 pounds of tapioca, so that this item is not deemed essential.

Against the deficiency of 33,939 pounds of fresh beef, 52,238 pounds of fresh pork loins, 27,280 pounds of pork sausage, and 27,458 pounds of mutton there is an excess of 21,806 pounds of veal; the apparent net deficiency of fresh meats being thereby reduced to 119,209 pounds.

Against an apparent deficiency of 936 pounds of tinned chipped beef there is an excess of 88,080 pounds of tinned bacon, 62,976 pounds of tinned corned beef, 1,608 pounds of ham, and 5,160 pounds of salmon (total, 157,824), producing a net excess of 156,888 pounds of preserved meats.

Against an apparent deficiency of 1,056 pounds of evaporated milk (asked for by only 4 ships) there is an excess of 7,240 pounds of condensed milk, making a net excess of 6,192 pounds.

Against an apparent deficiency of 1,093 of pay department cucumber pickles (asked for by only 2 ships) there is an excess of 1,663 pounds of sauerkraut, leaving a net excess of 570 pounds.

Against an apparent deficiency of 1,247 pounds canned Lima beans (asked for by only 2 ships) there is an excess of 910 pounds of canned string beans, 21,890 pounds of canned corn, 7,168 pounds of canned peas, and 13,969 pounds of canned tomatoes (total, 43,937 pounds), giving a net excess of 42,690 pounds.

Against the apparent deficiency of 4,932 pounds of dried white beans, is an excess of 700 pounds of dried Lima beans and 396 pounds of split peas (total, 1,096), reducing the net apparent deficiency to 3,836 pounds.

Against the apparent deficiency of 2,640 gallons of catsup, the fact that 1 ship asks for 1,500 gallons, which is obviously intended for 150 gallons, reduces the actual deficiency to 1,290 gallons.

Against the apparent deficiency of 16 gallons of vinegar is the fact that but 1 ship asks for 80 gallons, which is the exact quantity on board the *Culgoa*.

6. In view of all the foregoing, it is respectfully recommended:

(a) That the Bureau of Supplies and Accounts be made acquainted with the exact status of the fleet as regards provisions and be requested to provide the following articles, in quantities stated opposite the name of each, for delivery on board the supply ship *Celtic* at New York on or about August 25, 1909:

Fresh eggs.....	dozen..	18, 500
Frozen beef.....	pounds..	25, 000
Frozen pork loins.....	do..	50, 000
Frozen mutton.....	do..	20, 000
Frozen sausage.....	do..	25, 000
Smoked bologna.....	do..	15, 000
Dried white beans.....	do..	4, 000
Onions.....	do..	25, 000
New potatoes.....	do..	500, 000
Catsup.....	gallons..	1, 500
Cheese.....	pounds..	1, 000
Sirup.....	gallons..	600

(b) That the bureau be further requested to inform the commander in chief of its proposed action thereon at the very earliest possible date.

(c) That, if the foregoing programme is adopted, a copy of this communication, together with a statement of intended action thereon, be furnished to each ship in the fleet as soon as practicable, with instructions to carefully note the several modifications in total estimates submitted and be governed accordingly.

Very respectfully,

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

The COMMANDER IN CHIEF.

77. As soon as the fleet fell in with the *Culgoa*, on arrival at Hampton Roads, the following circular letter was sent out:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Fortress Monroe, Va., August 7, 1909.

SIR: 1. The following schedule for the issue of fresh meats, provisions, and potatoes is ordered. Fresh meats will be issued between the hours of 4 and 7 o'clock in the morning and 5 and 8 o'clock in the evening. The next issue will be made in about ten days:

Ship.	Saturday afternoon.		Monday afternoon.		Monday afternoon.
	Celtic.	Culgoa.	Celtic.	Culgoa.	
Connecticut.....				Meats and potatoes..	
Vermont.....	Meats.....	Potatoes.....			
Kansas.....		Meats and potatoes.....			
Louisiana.....				Meats and potatoes..	
Minnesota.....				do.....	
New Hampshire.....				do.....	
Mississippi.....		Meats and potatoes.....			
Idaho.....				Meats.....	
Georgia.....		Meats and potatoes.....			
New Jersey.....	Meats.....	Potatoes.....			
Nebraska.....				Meats.....	
Rhode Island.....				do.....	
Virginia.....	Meats.....	Potatoes.....			
Wisconsin.....		Meats and potatoes.....			
Ohio.....	Meats.....	Potatoes.....			

Respectfully,

SEATON SCHROEDER,
Rear Admiral, U. S. Navy,
Commander in Chief United States Atlantic Fleet.

The COMMANDING OFFICER.

78. With reference to the new stock of provisions to be obtained in accordance with my recommendation of August 6, it occurred to me that whenever a vessel's estimates are corrected, or her requisitions altered in any way, that vessel has a right to expect timely notice thereof; as otherwise she has every reason to count on exactly what she asked for—no more and no less. So I got up a circular letter informing the fleet as to the exact action contemplated on the August 3 estimates. This plan, while not immediately favored, was finally adopted, as shown by the following memorandum and order:

MEMORANDUM FOR THE CHIEF OF STAFF.

Referring to the proposed mimeograph letter regarding issues of provisions to the fleet from now till the end of September (which you gave me back this forenoon), I have no desire to be the least insistent; but, before the idea is definitely discarded, I do want to be sure that I have made plain the occasion for my having suggested it.

In a recent conversation with you and me, the commander in chief himself spoke of the advisability of fixing a limit to the quantity of provisions to be drawn by individual vessels, so that the issue as well as the supply might be effectually controlled from the flagship. In line therewith, my letter No. 985, of August 6, 1909 (which, I understood, was approved by the commander in chief), contained the following recommendation:

"That if the foregoing programme is adopted a copy of this communication, together with a statement of intended action thereon, be furnished to each ship in the fleet as soon as practicable with instructions to carefully note the several modifications in total estimates submitted and be governed accordingly."

Now, the quantity of provisions on board (and being loaded on) the two supply ships does not, in several particulars, agree with the total of the estimates submitted August 3, 1909, the total quantities of several articles having been reduced. But, unless informed to the contrary, the ships (quite naturally) expect to be allowed to draw up to the full quantity of each article shown on their requisitions. Again, there has always been a tendency among ships to overdraw (I mean over their estimates and in excess of their just proportions) on certain choice articles; so much so, in fact, that an issue limit has had to be placed thereon, for practically every cargo received since leaving San Francisco, to prevent one ship from drawing another ship's share and thus leaving the other to take what is left (of comparatively inferior articles).

In the absence, therefore, of the proposed letter (or any specific instructions along the same general line) the individual ships will have no way of knowing that their estimates have been reduced or articles substituted, whereas the supply ships will have no guide as to what to issue and what not—the probable result being considerable confusion, of which there is no outward sign now, but which may become somewhat annoying (if not, indeed, embarrassing) before the end of September.

The reason for the minimum-issue column (B) is that it is very important, now that there is a supposedly adequate supply at hand, to keep ships from underdrawing to such an extent as to leave clumsily large unused balances on the supply ships when the fleet disperses.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. Connecticut (Flagship), Southern Drill Grounds, August 25, 1909.

The original draft of letter has been reduced to less than half its length.

S. McG.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Southern Drill Grounds, August 30, 1909.

SIR: Your attention is invited to the figures in the following itemized tabulation, showing in column A the total quantities of each article of provisions which each of the respective 15 battle ships named may draw from the supply ships *Celtic* and *Culgoa* during the fifty-eight-day period beginning August 4, 1909, and ending Sep-

tember 30, 1909; also in column B, the minimum quantity of each article each of the said battle ships will be required to draw during that period:

Article.	Connecticut.		Vermont.		Kansas.		Louisiana.	
	A.	B.	A.	B.	A.	B.	A.	B.
Coffee..... pounds	1,100	900	2,200	1,800	4,400	3,600	.....	.....
Tea..... do	220	180	.....	.....	22,000	.....	.....	.....
Cornmeal..... do	.....	550	450	.....	.....	.....	.....	.....
Flour, wheat..... do	11,000	9,000	27,550	22,500	22,000	18,000	.....	.....
Oats, rolled..... do	1,100	900	.....	.....	.....	.....	.....	.....
Rice..... do	.....	.....	.....	.....	2,200	2,000	.....	.....
Fruit butter, jam, etc..... do	150	150	.....	.....	.....	.....	.....	.....
Apricots, tinned..... do	550	450	.....	.....	.....	.....	.....	.....
Peaches, tinned..... do	1,100	900	.....	.....	.....	.....	.....	.....
Beef, fresh..... do	22,000	18,000	38,500	31,500	33,000	27,000	33,000	27,000
Chicken..... do	1,300	1,100	1,100	900	.....	.....	.....	.....
Mutton..... do	2,200	1,900	3,400	2,600	.....	.....	3,000	2,500
Pork:								
Loins..... do	8,800	7,200	11,000	9,000	5,500	4,500	13,500	10,500
Sausage..... do	2,200	1,800	3,850	3,150	3,300	2,700	3,000	2,400
Veal..... do	7,700	6,300	8,200	6,800	3,300	2,700	4,400	3,600
Eggs, fresh..... dozen	1,100	900	1,650	1,350	1,100	900	4,400	3,600
Ham, tinned..... pounds	.....	.....	660	540	.....	.....	.....	.....
Bologna..... do	1,650	1,350	2,200	1,800	.....	.....	3,080	2,600
Frankfurters..... do	.....	.....	3,300	2,700	2,000	1,800	2,400	2,200
Ham, smoked..... do	.....	.....	6,600	5,500	1,100	900	.....	.....
Milk:								
Condensed..... do	550	450	2,640	2,200	.....	.....	.....	.....
Evaporated..... do	550	450	.....	.....	.....	.....	.....	.....
Onions, fresh..... do	1,600	1,300	3,200	2,800	2,200	1,800	2,700	2,300
Potatoes, fresh..... do	70,000	65,000	82,000	75,000	80,000	73,000	70,000	64,000
Beans, lima, tinned..... do	.....	.....	.....	400	400	.....	.....	.....
Corn, tinned..... do	.....	.....	.....	.....	1,100	900	.....	.....
Peas, tinned..... do	.....	.....	.....	.....	1,100	900	.....	.....
Tomatoes, tinned..... do	.....	.....	.....	2,200	1,800	.....	.....	.....
Beans, pea..... do	.....	.....	.....	.....	.....	.....	1,100	1,000
Butter, fresh..... do	5,500	4,500	2,200	1,800	.....	.....	.....	.....
Cheese..... do	500	500	100	100	.....	.....	.....	.....
Lard..... do	1,100	900	.....	.....	1,100	900	.....	.....
Salt..... do	1,000	900	1,100	900	.....	.....	.....	.....
Sauerkraut..... do	2,200	1,800	1,200	800	.....	.....	.....	.....
Sugar..... do	6,600	5,400	7,200	6,000	2,200	1,800	.....	.....
Sirup..... gallons	.....	.....	155	155	155	155	.....	.....
Catsup..... do	100	100	35	35	.....	.....	.....	.....
Macaroni..... pounds	1,650	1,350	.....	.....	.....	.....	.....	.....

Article.	Minnesota.		New Hampshire.		Mississippi.		Idaho.	
	A.	B.	A.	B.	A.	B.	A.	B.
Flour, wheat..... pounds	.....	.....	27,500	22,500	11,000	9,000	11,000	9,000
Oats, rolled..... do	.....	550	450	.....	.....	.....	.....	.....
Fruit butter, jam, etc..... do	.....	150	150	.....	.....	.....	.....	.....
Apricots, tinned..... do	.....	1,100	900	.....	.....	.....	.....	.....
Pears, tinned..... do	.....	1,100	900	.....	.....	.....	.....	.....
Peaches, tinned..... do	.....	1,100	900	.....	.....	.....	.....	.....
Beef, fresh..... do	27,500	22,500	55,000	45,000	19,800	17,000	19,800	17,000
Chicken..... do	1,300	1,100	.....	.....	1,750	1,400	1,750	1,400
Mutton..... do	2,300	1,700	1,650	1,350	1,980	1,750	1,980	1,750
Pork:								
Loins..... do	5,500	4,500	22,000	18,000	5,000	4,000	5,000	4,000
Sausage..... do	3,000	2,600	4,500	3,500	1,650	1,400	1,650	1,400
Veal..... do	7,700	6,300	6,600	5,400	4,500	3,500	4,500	3,500
Eggs, fresh..... dozen	.....	.....	.....	3,600	3,000	3,600	3,000	3,000
Bologna..... pounds	1,300	1,100	1,650	1,350	450	350	450	350
Frankfurters..... do	2,600	2,400	1,800	1,600	1,650	1,350	1,650	1,350
Ham, smoked..... do	.....	4,400	3,600	.....	.....	.....	.....	.....
Milk, condensed..... do	.....	1,100	900	.....	.....	.....	.....	.....
Onions, fresh..... do	7,700	6,300	3,800	3,200	3,300	2,700	3,300	2,700
Potatoes, fresh..... do	76,000	58,000	70,000	63,000	38,000	32,000	36,000	32,000
Beans, lima, tinned..... do	.....	900	900	.....	.....	.....	.....	.....
Corn, tinned..... do	.....	1,650	1,350	.....	.....	.....	.....	.....
Tomatoes, tinned..... do	.....	4,400	3,600	.....	.....	.....	.....	.....
Butter, fresh..... do	1,100	900	8,200	7,000	.....	.....	.....	.....
Cheese..... do	.....	1,500	1,500	450	350	450	350	350
Sauerkraut..... do	.....	.....	.....	1,200	1,000	1,200	1,000	1,000
Sugar..... do	.....	150	150	1,300	1,100	1,300	1,100	1,100
Catsup..... gallons	.....	.....	20	20	20	20	20	20

Article.	Georgia.		New Jersey.		Nebraska.		Rhode Island.	
	A.	B.	A.	B.	A.	B.	A.	B.
Coffee.....pounds	1,100	900	1,100	900	1,100	900		
Tea.....do					220	180		
Flour, wheat.....do	27,500	22,500	25,000	20,000	27,500	22,500		
Oats, rolled.....do		600		500				
Fruit butter, jam, etc.....do	150	150						
Apricots, tinned.....do			1,100	900				
Pears, tinned.....do			1,100	900				
Peaches, tinned.....do			1,100	900				
Beef, fresh.....do	38,500	31,500	33,000	27,000	26,400	21,600	33,000	27,000
Chicken.....do	3,300	2,700	1,100	900				
Mutton.....do	3,300	2,700	2,850	2,150	2,200	1,800	2,850	2,150
Pork:								
Loins.....do	8,800	7,200	7,000	6,000	3,300	2,700	11,000	9,000
Sausage.....do	2,400	2,000	4,000	3,500	2,200	1,800	4,000	3,500
Veal.....do	3,850	3,150	5,500	4,500	3,300	2,700	11,000	9,000
Eggs, fresh.....dozen	1,000	800	1,650	1,350	1,300	1,100	1,300	1,100
Bacon.....pounds	3,850	3,150			2,200	1,800		
Beef:								
Chipped.....do	500	500						
Corned.....do	6,600	5,400	2,640	2,160	2,200	1,800		
Salmon.....do	1,650	1,350			1,100	900		
Bologna.....do	2,750	2,350	1,540	1,360	1,100	900	2,200	1,800
Frankfurters.....do	3,000	2,700	2,600	2,400	1,000	900	3,500	3,200
Ham, smoked.....do	8,800	7,200	3,300	2,700	2,200	1,800	4,400	3,600
Milk, condensed.....do	3,850	3,150			3,300	2,700		
Onions, fresh.....do	3,300	2,700	3,800	3,200	3,300	2,700	5,500	4,500
Potatoes, fresh.....do	45,000	38,000	42,000	36,000	40,000	36,000	60,000	35,000
Corn, tinned.....do			1,650	1,350				
Peas, tinned.....do			1,650	1,350				
Tomatoes, tinned.....do			6,000	5,000			1,100	900
Beans, pea.....do	60	60	230	230	1,400	1,400	300	300
Baking powder.....do							400	400
Butter, fresh.....do	2,800	2,300	850	700	3,500	2,200		
Cheese.....do	800	800	720	720				
Lard.....do	1,650	1,350	1,100	900				
Pickles.....do					350	350		
Salt.....do	2,200	1,800						
Sugar.....do	11,000	9,000			5,500	4,500		
Vinegar.....gallons			150	150	200	200	80	80
Catsup.....do								

Article.	Virginia.		Wisconsin.		Ohio.	
	A.	B.	A.	B.	A.	B.
Flour.....pounds					44,000	36,000
Cornstarch.....do					450	350
Oats, rolled.....do					880	720
Apples, dried.....do					440	360
Fruit butter, jam, etc.....do					150	150
Apricots, tinned.....do					550	450
Beef, fresh.....do	28,600	23,400	33,000	27,000	26,400	21,600
Chicken.....do	33,000	3,760	3,300	2,700		
Mutton.....do	2,600	2,600				
Pork:						
Loins.....do	2,200	1,800	4,500	3,600	3,300	2,700
Sausage.....do	1,800	1,500	2,300	1,800	2,600	2,200
Veal.....do	4,500	3,600	3,850	3,150	3,850	3,150
Eggs, fresh.....dozen	1,100	900	2,640	2,200	2,200	1,800
Beef, chipped.....pounds					500	500
Salmon.....do					1,320	1,080
Pork, salt.....do					900	800
Bologna.....do			1,100	900	900	700
Frankfurters.....do	500	500	1,600	1,400	1,400	1,200
Ham, smoked.....do					2,400	2,000
Milk:						
Condensed.....do	4,400	3,600			2,400	1,000
Evaporated.....do					1,200	1,000
Onions, fresh.....do	6,200	5,500	3,300	2,700	4,200	3,800
Potatoes, fresh.....do	50,000	45,000	40,000	36,000	60,000	54,000
Beans, stringed, tinned.....do					600	500
Peas, tinned.....do					1,760	1,340
Tomatoes, tinned.....do					880	700
Beans, pea.....do					900	900
Butter, fresh.....do	1,100	900			4,000	3,200
Cheese.....do					300	300
Lard.....do					1,600	1,300
Pepper.....do					100	100
Sugar.....do					3,900	3,200
Catsup.....gallons					150	150

2. It is to be borne in mind that all issues from supply ships since August 3, 1909, are to be counted against the maximum quantities enumerated in column A; that is to say, this distribution order covers all issues since August 3, 1909, as well as issues to be hereafter made.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

79. As the foregoing circular letter had to be reduced to its present shape, I sent the following additional memorandum for the information of the commander in chief.

MEMORANDUM RE PROVISIONS.

Column C below shows the aggregate total quantity of each article of provisions available for issue by the *Celtic* and *Culgoa*, together between August 4 and September 30, 1909.

Column D shows the total maximum quantities which the 15 battle ships tabulated in the commander in chief's letter No. 9646 of August 30, 1909, will be allowed to draw during the period named (the total of columns A in the commander in chief's letter).

Column E shows the net minimum balance of each article left to cover all other issues and errors and surveys if all the 15 battle ships draw all they are allowed.

Article.	C.	D.	E.
Cocoa.....	880	.....	880
Coffee.....	39,000	11,000	28,000
Tea.....	1,431	440	991
Corn meal.....	4,350	550	3,800
Flour, wheat.....	570,800	234,000	336,000
Barley.....	725	.....	725
Cornstarch.....	710	450	260
Oatmeal.....	21,820	3,130	18,690
Rice.....	39,800	2,200	37,600
Tapioca.....	192	.....	192
Apples, dried.....	2,950	440	2,510
Peaches, dried.....	1,700	.....	1,700
Prunes.....	1,600	.....	1,600
Raisins.....	800	.....	800
Fruit butter, jams, etc.....	605	600	5
Apricots.....	24,275	3,300	20,975
Pears, tinned.....	3,674	2,200	1,474
Peaches, tinned.....	43,107	3,300	39,807
Beef, fresh.....	482,240	467,500	14,740
Chicken.....	18,350	18,200	150
Mutton.....	31,693	30,310	1,383
Pork:			
Loins.....	139,205	116,400	22,805
Sausage.....	43,200	42,450	750
Veal.....	114,441	82,750	31,691
Eggs, fresh.....	29,210	26,640	2,570
Bacon.....	94,680	6,050	88,630
Beef:			
Chipped.....	3,024	1,000	2,024
Corned.....	75,456	11,440	64,016
Ham, tinned.....	2,328	660	1,668
Salmon.....	9,600	4,070	5,530
Pork, salt.....	28,300	900	27,400
Cod fish, salt.....	1,944	.....	1,944
Bologna.....	24,700	20,370	4,330
Frankfurters.....	36,625	29,000	7,625
Ham, smoked.....	85,212	33,200	52,012
Milk:			
Condensed.....	30,336	18,240	12,096
Evaporated.....	2,016	1,750	266
Onions, fresh.....	65,300	57,400	7,900
Potatoes, fresh.....	912,912	861,000	51,912
Beans:			
Lima, tinned.....	1,753	1,300	453
String, tinned.....	1,710	600	1,110
Corn, tinned.....	26,690	4,400	22,290
Peas, tinned.....	12,088	4,510	7,578
Tomatoes, tinned.....	29,899	14,580	15,319
Beans:			
Lima, dried.....	1,900	.....	1,900
Pea.....	5,188	3,990	1,198

Article.		C.	D.	E.
Baking powder.....	pounds..	750	400	350
Butter, fresh.....	do.....	56,929	29,250	27,679
Cheese.....	do.....	6,149	4,820	1,329
Extracts.....	do.....	208	.....	208
Lard.....	do.....	23,670	6,550	17,120
Mustard.....	do.....	150	.....	150
Pepper.....	do.....	399	1,100	299
Pickles.....	do.....	969	350	619
Salt.....	do.....	17,300	4,400	12,900
Sauerkraut.....	do.....	6,463	5,800	663
Sugar.....	do.....	64,884	39,000	25,884
Sirup.....	gallons..	755	310	445
Vinegar.....	do.....	80	80	.....
Catsup.....	do.....	1,500	825	675
Macaroni.....	pounds..	10,000	3,300	6,700

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,

U. S. S. Connecticut (Flagship),

Southern Drill Grounds, September 1, 1909.

80. In order to have this and further information in the best possible shape for use as a "working sheet" in case of need, I elaborated the two foregoing tables into the following memorandum:

Column C shows the aggregate total quantity of each article of provisions available for issue by the *Celtic* and *Culgoa*, together between August 4 and September 30, 1909.

Column D shows the total maximum quantities which the 15 battle ships tabulated in the commander in chief's letter No. 9646, of August 30, 1909, will be allowed to draw during the period named (the total of column A in the commander in chief's letter).

Column E shows the net minimum balance of each article left to cover all other issues and errors and surveys if all the 15 battle ships draw all they are allowed.

Column F shows the total minimum quantities which the 15 battle ships will be required to draw during the period named (the total of column B in the commander in chief's letter).

Column G shows the net maximum balance of each article which may be left for all other issues and errors and surveys if all the battle ships should draw only the minimum quantities which they will be required to draw.

Article.		C.	D.	E.	F.	G.
Cocoa.....	pounds..	880	.....	880	.....	880
Coffee.....	do.....	39,000	11,000	28,000	9,000	30,000
Tea.....	do.....	1,431	440	991	360	1,071
Cornmeal.....	do.....	4,350	550	3,800	450	3,900
Flour, wheat.....	do.....	570,800	234,000	336,800	191,000	379,800
Barley.....	do.....	725	.....	725	.....	725
Cornstarch.....	do.....	710	450	260	350	360
Oatmeal.....	do.....	21,820	3,130	18,690	2,570	19,250
Rice.....	do.....	39,800	2,200	37,600	2,000	37,800
Tapioca.....	do.....	192	.....	192	.....	192
Apples, dried.....	do.....	2,950	440	2,510	360	2,590
Peaches, dried.....	do.....	1,700	.....	1,700	.....	1,700
Prunes.....	do.....	1,600	.....	1,600	.....	1,600
Raisins.....	do.....	800	.....	800	.....	800
Fruit butter, jams, etc.....	do.....	605	600	5	600	5
Apricots, tinned.....	do.....	24,275	3,300	20,975	2,700	21,575
Pears, tinned.....	do.....	3,674	2,200	1,474	1,800	1,874
Peaches, tinned.....	do.....	43,107	3,300	39,807	2,700	21,575
Beef, fresh.....	do.....	482,240	467,500	14,740	384,100	98,140
Chicken.....	do.....	18,350	18,200	150	14,900	3,450
Mutton.....	do.....	31,693	30,310	1,383	24,550	7,143
Pork:						
Loins.....	do.....	139,205	116,400	22,805	94,700	44,505
Sausage.....	do.....	43,200	42,450	750	35,250	7,950
Veal.....	do.....	114,441	82,750	31,691	67,350	47,091
Eggs, fresh.....	dozen..	29,210	26,640	2,570	22,000	7,210
Bacon.....	pounds..	94,680	6,050	88,630	4,950	89,730
Beef:						
Chipped.....	do.....	3,024	1,000	2,024	1,000	2,024
Corned.....	do.....	75,456	11,440	64,016	9,360	66,096
Ham, tinned.....	do.....	2,328	660	1,668	540	1,788
Salmon.....	do.....	9,600	4,070	5,530	3,330	6,270
Pork, salt.....	do.....	28,300	900	27,400	800	27,500

Article.	C.	D.	E.	F.	G.
Codfish, salt..... pounds	1,944	.....	1,944	.....	1,944
Bologna..... do.....	24,700	20,370	4,330	16,910	7,790
Frankfurters..... do.....	36,625	29,000	7,625	25,700	10,925
Ham, smoked..... do.....	85,212	33,200	52,012	27,200	58,012
Milk:					
Condensed..... do.....	30,336	18,240	12,096	14,000	16,336
Evaporated..... do.....	2,016	1,750	266	1,450	566
Onions, fresh..... do.....	65,300	57,400	7,900	48,200	17,100
Potatoes, fresh..... do.....	870,892	861,000	9,892	754,000	116,892
Beans:					
Lima, tinned..... do.....	1,753	1,300	453	1,300	453
String, tinned..... do.....	1,710	600	1,110	500	1,210
Corn, tinned..... do.....	26,690	4,400	22,290	3,600	23,090
Peas, tinned..... do.....	12,088	4,510	7,578	3,590	8,498
Tomatoes, tinned..... do.....	29,899	14,580	15,319	12,000	17,899
Beans:					
Lima, dried..... do.....	1,900	.....	1,900	.....	1,900
Peas..... do.....	5,188	3,990	1,198	3,890	1,298
Baking powder..... do.....	750	400	350	400	350
Butter, fresh..... do.....	56,929	29,250	27,679	24,100	32,829
Cheese..... do.....	6,149	4,820	1,329	4,620	1,529
Extracts..... do.....	208	.....	208	.....	208
Lard..... do.....	23,670	6,550	17,120	5,350	21,320
Mustard..... do.....	150	.....	150	.....	150
Pepper..... do.....	399	100	299	100	299
Pickles..... do.....	969	350	619	350	619
Salt..... do.....	17,300	4,400	12,900	3,600	13,700
Sauerkraut..... do.....	6,463	5,800	663	4,600	1,863
Sugar..... do.....	64,884	39,000	25,784	32,100	32,784
Sirup..... gallons	755	310	445	310	445
Vinegar..... do.....	80	80	.....	80	.....
Catsup..... do.....	1,500	825	675	825	675
Macaroni..... pounds	10,000	3,300	6,700	2,700	7,300

81. For the reason stated therein, the following memorandum was prepared by me; and the attached order was promulgated in line therewith:

MEMORANDUM FOR THE CHIEF OF STAFF.

In order to anticipate and be prepared to expedite reply to the usual inquiry on the subject from the Bureau of Supplies and Accounts—and particularly for the purpose of getting the information here on the flagship with reference to the exact quantities of provisions consumed during the period of summer maneuvers—it is suggested that the following circular letter be sent out now:

“SIR: Forward to the commander in chief as soon as practicable after September 30, 1909, a statement showing the total quantity of each article of provisions consumed (that is, issued and sold) on board the vessel under your command during the period beginning July 1, 1909, and ending September 30, 1909; also the average number of officers, of crew and of marines on board during said period.

“2. The enumeration of items will follow the sequence shown on Fleet Form No. 6.”

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. *Connecticut* (Flagship),
Southern Drill Grounds, September 10, 1909.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Southern Drill Grounds, September 10, 1909.

SIR: Forward to the commander in chief as soon as practicable after September 30 1909, a statement showing the total quantity of each article of provisions consumed (that is, issued and sold) on board the vessel under your command during the period beginning July 1, 1909, and ending September 30, 1909; also the average number of officers, of crew, and of marines on board during said period.

2. The enumeration of items will follow the sequence shown on Fleet Form No. 6.
By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

82. As the vessels of the fleet were scheduled to disperse to their several home yards immediately after the Hudson-Fulton celebration, I suggested that, before leaving Hampton Roads for New York, about September 20, the entire cargoes of the *Culgoa* and *Celtic* be distributed as far as possible. A general signal accordingly was sent to the fleet, and on September 11 all the vessels made requisitions on the flag office for fresh provisions, and the stock on hand (on the two supply ships) was allotted—separate letters being sent to each vessel, of which the following are specimens:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Fortress Monroe, Va., September 12, 1909.

SIR: The requisition dated September 11, 1909, from the vessel under your command is approved—the various articles to be obtained as follows:

		From Culgoa.	From Celtic.
Apricots.....	pounds	1,000	
Beans.....	do		220
Coffee.....	do	500	
Corn, tinned.....	do	1,500	
Flour.....	do	12,500	
Lard.....	do	600	
Tomatoes.....	do	1,215	
Beef, fresh.....	do		9,000
Mutton.....	do		1,000
Pork:			
Loins.....	do		1,500
Sausage.....	do		500
Veal.....	do	1,500	
Beef, corned.....	do	1,200	
Bologna.....	do		400
Frankfurters.....	do	800	
Eggs, fresh.....	dozen		690
Potatoes.....	pounds		12,000
Onions.....	do		1,000

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER,
U. S. S. New Jersey.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Fortress Monroe, Va., September 13, 1909.

SIR: The requisition dated September 11, 1909, from the vessel under your command is approved—the various articles to be obtained as follows:

		From Culgoa.	From Celtic.	On local contract.
Eggs, fresh.....	dozen		1,800	
Beef, fresh.....	pounds		12,500	
Chickens.....	do			1,000
Mutton.....	do		2,100	
Pork:				
Loins.....	do		6,200	
Sausage.....	do		1,300	
Veal.....	do	4,100		
Bologna.....	do		1,500	
Frankfurters.....	do		1,200	
Sauerkraut.....	do			900
Onions.....	do		1,000	
Potatoes.....	do		15,000	

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER,
U. S. S. Louisiana.

83. As nearly always occurred, however, with such an extensive programme and so many people to participate in its complete execution, considerable perishable meats and vegetables were reported as still on board the supply ships when we arrived in the North River. The following recommendation was therefore made and the necessary orders promulgated:

MEMORANDUM FOR THE CHIEF OF STAFF.

The latest cargo reports show that there are now on board the two supply ships 133,437 pounds of perishable meats and 49,498 pounds of fresh vegetables as follows:

	Pounds.
Culgoa, frozen veal.....	25,323
Celtic:	
Frozen beef.....	74,184
Frozen mutton.....	6,776
Frozen pork loins.....	16,104
Frozen pork sausage.....	1,950
Bologna sausage.....	6,425
Frankfurter sausage.....	2,675
Fresh onions.....	2,280
Fresh potatoes.....	47,218

In addition to the fact that several of the ships will need fresh provisions within a very few days there is the further fact that 133,437 pounds is entirely too much fresh meat to leave on the supply ships, because it would take the vessels that go to the New York yard a long time to use it up, especially when daily deliveries of other kinds of meats than those in stock are so easily procurable. The 49,498 pounds of fresh vegetables are liable to be a total loss if left for long where they are.

In view of the foregoing it is urgently recommended that the following circular letter be sent out now to each battle ship, armored cruiser (and supply ship as well as to division commanders):

“1. During the forenoon of Monday, September 27, 1909, the U. S. S. *Celtic* will anchor for a few minutes opposite your division.

“2. She will have on board the following perishable provisions, of which the vessel under your command will promptly draw one-nineteenth of the total quantity of each article named:

	Pounds.
Frozen beef.....	74,184
Frozen mutton.....	6,776
Frozen pork loins.....	16,104
Frozen veal.....	25,323
Frozen pork sausage.....	1,950
Bologna sausage.....	6,425
Frankfurter sausage.....	2,675
Onions.....	2,280
Potatoes.....	47,218

“3. You will cause the necessary arrangements to be made to avoid the possibility of detaining the supply ship, as it will be necessary for her to visit in turn each battleship division and the armored-cruiser division during the same forenoon.”

It is also suggested that, in any event, the following signal be sent now to the *Culgoa*: “Transfer fresh veal to *Celtic* immediately.”

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. *Connecticut* (Flagship), North River, New York, September 24, 1909.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
North River, New York, September 24, 1909.

SIR: You will transfer immediately to the U. S. S. *Celtic* all fresh veal on board the ship under your command.

By direction of the commander in chief,

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER,
U. S. S. *Culgoa*.

UNITED STATES ATLANTIC FLEET,
 U. S. S. CONNECTICUT (FLAGSHIP),
North River, New York, September 24, 1909.

SIR: During the forenoon of Monday, September 27, 1909, the U. S. S. *Celtic* will anchor for a few minutes opposite your division.

2. She will have on board the following perishable provisions, of which the vessel under your command will promptly draw one-nineteenth of the total quantity of each article named:

	Pounds.
Frozen beef.....	74, 184
Frozen mutton.....	6, 776
Frozen pork loins.....	16, 104
Frozen veal.....	25, 323
Frozen pork sausage.....	1, 950
Bologna sausage.....	6, 425
Frankfurter sausage.....	2, 675
Onions.....	2, 280
Potatoes.....	47, 218

3. You will cause the necessary arrangements to be made to avoid the possibility of detaining the supply ship, as it will be necessary for her to visit in turn each battleship division and the armored-cruiser division during the same forenoon.

By direction of the commander in chief.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

84. After taking on the *Culgoa*'s perishable provisions, the *Celtic* proceeded from her anchorage at Tompkinsville to where the fleet was anchored up the North River, and 19 vessels were supplied within four hours—the above-outlined programme being carried out with promptness and complete success.

85. The very large number of accumulated ships' bills of fare delivered me when I reported suggested to me the plan of turning these to some account—particularly in view of the fact that I had long entertained an idea of some time and in some way standardizing the fleet dietary as far as practicable. Hence the following memorandum was sent around the fleet:

MEMORANDUM FOR ASST. PAYMASTER F. E. M'MILLEN, U. S. NAVY, COMMISSARY OFFICER U. S. S. CONNECTICUT.

Inasmuch as copies of all bills of fare in the fleet come to the flagship, whereas no two ships (as far as I know) exchange bills of fare, it has occurred to me that it would be of decided interest (and probably some practical service) if every commissary officer in the fleet could know exactly how every general mess other than his own is being subsisted, particularly as the market conditions and sources of supply are, of course, identical.

I am therefore sending you herewith all the bills of fare that have reached me in this port (mostly for the last week of July and the first week of August) with the request that, after you have looked them over, you forward them with this memorandum to the commissary officer next senior to you, the process to continue until the bills of fare have been seen in turn by all the commissary officers in the fleet, the senior (and last) of whom is requested to return them to me.

In order that I may know they keep going, I shall be obliged if you will let me know (by memorandum or signal) when and to whom you pass them on, and the same request applies to each officer receiving them. Kindly pass them on within twenty-four hours after receipt by you.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Auckland, New Zealand, August 12, 1908.

86. I believe that more or less good was accomplished by this plan because it enabled every commissary officer in the fleet to take advantage of at least the paper programme of every other commissary

department and because it would naturally be supposed to spur on those who might take less care if they did not know their bills of fare were to be viséed throughout the fleet. A great deal of difficulty was experienced, however, in keeping these memoranda moving. I sent out eight of them in all, and I am afraid they were really not taken any too seriously as a rule, for the reason that the very idea of systematizing conveyed thereby was repugnant to the deep-seated prejudice which is founded on the traditional idea of "ships' rights."

87. As to this, there is, of course, much to be said on both sides; and I fully realize that any system of standardization must of necessity curtail individual effort to a certain extent and in just that measure prove a detriment on board certain ships. I am perfectly sure, however, that in the large majority of cases a reasonable amount of standardization up is needed; and consequently it would, on the whole, be a distinct improvement if a strictly uniform bill of fare (anyhow in the staple articles of food) could be prescribed in advance and enforced throughout the fleet; this in addition to the manifest military advantage of securing the maximum of centralization in this as in all other important features of administration afloat.

88. The money situation when I joined the Atlantic Fleet on the 15th of June, 1908, is shown by the following circular letter:

U. S. S. CONNECTICUT (FLAGSHIP),
San Francisco, Cal., June 12, 1908.

SIR: The following letter, received from the Navy Department, is published for the information of all pay officers:

"NAVY DEPARTMENT,
"BUREAU OF SUPPLIES AND ACCOUNTS,
"Washington, D. C., June 6, 1908.

"SIR: It is requested that directions be given to the fleet paymaster and to the paymasters of the several vessels of the United States Atlantic Fleet to deposit on or before June 15, 1908, to the credit of the United States, all cash on hand not required for disbursement during the balance of June and during the month of July to date of departure from Honolulu.

"2. It is also requested that direction be given to those officers to deposit all funds now to their credits in the subtreasury at San Francisco and which may not be needed after the departure of the fleet to enable officers and men to make remittances.

"3. Such officers as have, in their opinion, an insufficient balance to their credit for the purpose named in the preceding paragraph, should obtain the same by requisition on the fleet paymaster, all fleet funds to that officer's credit in the subtreasury, San Francisco, being deposited as indicated. Immediately on making these deposits the bureau should be promptly informed.

"4. All pay officers needing additional sums for deposits in the subtreasury, New York, should submit requisitions for the same.

"5. It is likely that United States money can be obtained at par in limited amounts in Honolulu in case it should be necessary to draw upon the Secretary of the Navy. At Manila such funds as are required for the fleet should be secured by requisition made by the fleet paymaster upon the United States Navy pay office at that city; and before sailing from the Philippines the fleet paymaster and all paymasters of vessels should turn into the navy pay office their unexpended balances of Philippine funds or moneys on deposit to their credit in the Philippine treasury.

"6. It is requested that when bills drawn on London are sold in foreign ports the bureau be informed by cable of the amount of such bill and its number.

"Respectfully,

"E. B. ROGERS,
"Paymaster-General, U. S. Navy.

"The COMMANDER IN CHIEF,
"United States Atlantic Fleet."

By direction of the commander in chief.

The COMMANDING OFFICER.

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

89. In compliance therewith, American gold was carried out of San Francisco in sufficient amount to make all disbursements to and including Honolulu. I suggested, and the commander in chief issued, an order discontinuing all payments in American money after the fleet should arrive in the first British port, and calling for requisitions from all vessels for British gold needed on arrival at Auckland. A cablegram was sent to the consul-general at Sydney, New South Wales, Australia, requesting that arrangements be made for obtaining funds upon arrival. The reply came immediately that the consul-general had arranged with the Auckland branch of the Bank of New South Wales to supply whatever funds we should need at par. In accordance therewith, I negotiated a bill of exchange on London for £80,000 sterling. In order to expedite the distribution of this money and at the same time to avoid the unnecessary risk of its double transportation in steam launches, I had all of the pay officers to meet me at the Bank of New South Wales, where the amounts of the several requisitions were delivered direct by the bank to the pay officers, I simply superintending the transaction and securing the necessary receipts for the money thus transferred before leaving the bank. This occurred immediately upon the fleet's arrival at Auckland; and I think it worthy of mention that the total elapsed time between our arrival at the bank and the completion of the entire transaction was twenty minutes. As cash disbursements were very heavy in New Zealand and Australia, it became necessary to negotiate at Sydney a second bill of exchange on the same terms in the sum of £70,000 sterling. The method of procedure inaugurated at Auckland was followed here with equal success.

90. Before the fleet sailed from Melbourne, the Bank of New South Wales requested me to take from them a miscellaneous lot of American money which had been received by their several branches in exchange for British gold. With the approval of the commander in chief, I consented to do so provided they would send the American money on board the flagship. The following memorandum is the record of this transaction, which was consummated in the presence of the officer of the deck and duly entered in the ship's log:

U. S. S. CONNECTICUT,
Melbourne, September 4, 1908.

Received from Pay Inspector S. McGowan, U. S. Navy, £672/2/10, in exchange for \$3,271, United States currency, taken in by Bank of New South Wales at Sydney and Melbourne.

For the Bank of New South Wales,
F. S. BURSTAL, *Subaccountant.*

91. I was, unfortunately, compelled to decline redemption of a small portion of the funds offered in exchange, for the reason that it consisted in part of Mexican silver dollars and in part of confederate bills, all of which I was informed had been put in circulation in Australia during the visit of the fleet.

92. Immediately prior to departure from Albany, West Australia, a letter was received from the department directing that sufficient British gold be obtained to meet Mediterranean disbursements. In compliance therewith, I made every possible effort to obtain £100,000 sterling, but it was impossible to do so, even by exhausting the entire money supply at Albany (which is really scarcely more than a village) and the neighboring city of Perth. In fact it was out of the question to obtain anything like such an amount of gold from the entire State

of West Australia; whereas any money that we could have gotten there would have cost more than I would have felt justified in paying under the instructions referred to. If this letter had been received while the fleet was in Sydney or Melbourne, any amount of gold could have been had at par, for there is a royal mint at Melbourne, and the Australian bankers seemed extremely anxious to do everything in their power to accommodate the American fleet.

93. Just before leaving Albany the commander in chief, at my suggestion, issued an order discontinuing on departure all payments in either British or American money and establishing, on arrival at Manila, Philippine currency as the only circulating medium throughout the fleet.

94. For the reasons stated therein, I subsequently sent the following:

MEMORANDUM FOR THE CHIEF OF STAFF.

In view of the recent money flurry at Albany, and particularly for the purpose of getting a line on the exact amounts of American and British gold we can count on—now that the issue of both has been interdicted—I suggest that the following signal be sent within the next day or two:

“Report by wireless the exact amount of British gold and the exact amount of United States gold the pay officer now has in hand.”

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),

At sea, en route for Manila, P. I., September 21, 1908.

95. The replies to this wireless order and the action taken thereon are shown by the following correspondence:

MEMORANDUM FOR THE CHIEF OF STAFF.

I submit herewith tabulated statement (based on wireless reports of the 22d instant) showing amount of United States and of British gold in the fleet; who has it, and who ought to have it.

In accordance therewith and in order to take the very best care of the gold we have, I suggest that a circular letter, in substance as follows, be sent out on arrival at Manila:

“Pay officers of battle ships will immediately submit for the usual approval, money requisitions in accordance with the following schedule:

	United States gold.	British gold.
Connecticut on fleet paymaster.....	\$19,000	
Kansas on fleet paymaster.....	12,000	£300
Kansas on Virginia.....		2,300
Minnesota on fleet paymaster.....	8,000	700
Vermont on Missouri.....	3,000	
Vermont on Wisconsin.....	1,000	
Georgia on Kearsarge.....	13,800	
Georgia on Vermont.....		400
Nebraska on Vermont.....		2,000
New Jersey on fleet paymaster.....	8,700	
New Jersey on Missouri.....		1,300
New Jersey on Wisconsin.....		500
New Jersey on Illinois.....		400
Rhode Island on Nebraska.....	4,500	
Louisiana on Kearsarge.....	9,700	
Virginia on Kearsarge.....	6,000	
Virginia on fleet paymaster.....	4,000	
Ohio on Vermont.....		600
Illinois on Kentucky.....	3,000	
Kearsarge on Rhode Island.....		1,300
Kearsarge on Vermont.....		700
Kentucky on Louisiana.....		1,400

“When the requisitions are returned after approval, the officers concerned will without delay obtain the funds covered thereby.

“As indicated in paragraph 2 of letter of the 10th instant, none of the gold now on hand or obtained on the requisitions above mentioned will be paid out in the Philippines; and when making payments in Japan the supply of United States gold is to be ex-

hausted before any British gold is expended, so that as far as practicable the entire amount remaining for use after final departure from Manila will be in British gold."

By this schedule there remains in my hands gold in the total sum of \$65,292.47, of which \$12,500 United States and \$10,119.65 in British is held for the various auxiliaries, with a net additional balance of \$42,672.82 in British gold for the usual fleet reserve fund.

The itemized list of contemplated transfers looks formidable, I admit; but it was so arranged as to minimize paper work as far as practicable and at the same time transport the gold around the fleet as little as possible.

By calling in all the surplus to the flagship and redistributing it from here, there would be required 25 requisitions (11 out and 14 in); gold coin of the value of \$81,719.40 being obliged to make two trips—one to the flagship and the other to final destination. By the schedule as I have presented it—for direct transfer from those who have the coin to those who need it—the total number of requisitions is reduced to 22, and none of the money needs to be twice transported.

The amounts are apportioned in the accompanying table and in this schedule on the basis of average estimates per class of vessels; classes being determined by complements.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Manila, September 24, 1908.

	Gold in fleet September 22, 1908.			Average expenditure per month.
	United States.	British.	Total expressed as United States.	
Connecticut.....	\$310	£2,209.5	\$11,062.53	\$29,000
Kansas.....	2,595	28.0	2,731.26	22,000
Minnesota.....	8,095	1,807.0	16,888.77	24,000
Vermont.....	1,030	6,000.0	39,499.00	22,000
Georgia.....	758	1,900.0	10,004.35	22,000
Nebraska.....	19,000	300.0	20,459.95	22,000
New Jersey.....	5,820	126.0	6,433.18	22,000
Rhode Island.....	10,000	3,636.0	27,645.93	22,000
Louisiana.....	6,300	3,911.5	25,335.32	24,000
Virginia.....	4,340	4,628.0	26,862.16	22,000
Missouri.....	16,000	3,469.0	32,881.89	20,000
Ohio.....	12,500	1,500.0	19,799.75	20,000
Wisconsin.....	14,000	2,600.0	26,652.90	20,000
Illinois.....	10,000	2,590.0	22,604.24	20,000
Kearsarge.....	42,570	141.0	43,256.18	20,000
Kentucky.....	16,000	796.0	19,873.73	20,000
Auxiliaries.....				20,000
Fleet.....	64,545	12,298.0	124,393.22	
Total.....	243,133	47,930.0	476,384.36	371,000

	United States gold.			British gold.			Total allowed expressed as United States.
	Allowed.	Excess.	Deficiency.	Allowed.	Excess.	Deficiency.	
Connecticut.....	\$19,000	.....	\$19,000	£3,000	.....	£800	\$33,599.50
Kansas.....	14,500	.....	12,000	2,300	.....	2,300	25,692.95
Minnesota.....	16,000	.....	8,000	2,500	.....	700	28,166.25
Vermont.....	14,500	.....	4,000	2,300	£3,700	.....	25,692.95
Georgia.....	14,500	.....	13,800	2,300	.....	400	25,692.95
Nebraska.....	14,500	\$4,500	.....	2,300	.....	2,000	25,692.95
New Jersey.....	.....	.....	8,700	2,300	.....	2,200	25,692.95
Rhode Island.....	14,500	.....	4,500	2,300	1,300	.....	25,692.95
Louisiana.....	16,000	.....	9,700	2,500	1,400	.....	28,166.25
Virginia.....	14,500	.....	10,000	2,300	2,300	.....	25,692.95
Missouri.....	13,000	3,000	.....	2,100	1,300	.....	23,219.65
Ohio.....	13,000	.....	.....	2,100	.....	600	23,219.65
Wisconsin.....	13,000	1,000	.....	2,100	500	.....	23,219.65
Illinois.....	13,000	.....	3,000	2,100	400	.....	23,219.65
Kearsarge.....	13,000	29,500	.....	2,100	.....	2,000	23,219.65
Kentucky.....	13,000	3,000	.....	2,100	.....	1,400	23,219.65
Auxiliaries.....	12,500	.....	12,500	2,100	.....	2,100	23,219.65
Fleet.....	.....	64,200	.....	.....	3,600	.....
Total.....	243,000	105,200	105,200	38,800	14,500	14,500	432,320.20

U. S. S. CONNECTICUT (FLAGSHIP),
En route Albany to Manila, September 24, 1908.

SIR: Pay officers of battle ships will immediately submit for the usual approval money requisitions in accordance with the following schedule:

Ship.	On—	United States gold.	British gold.
Connecticut.....	Fleet paymaster.....	\$19,000	£800
Kansas.....	do.....	12,000	.....
Do.....	Virginia.....	.....	2,300
Minnesota.....	Fleet paymaster.....	8,000	700
Vermont.....	Missouri.....	3,000	.....
Do.....	Wisconsin.....	1,000	.....
Georgia.....	Kearsarge.....	13,800	.....
Do.....	Vermont.....	.....	400
Nebraska.....	do.....	.....	2,000
New Jersey.....	Fleet paymaster.....	8,700	.....
Do.....	Missouri.....	.....	1,300
Do.....	Wisconsin.....	.....	500
Do.....	Illinois.....	.....	400
Rhode Island.....	Nebraska.....	4,500	.....
Louisiana.....	Kearsarge.....	9,700	.....
Virginia.....	do.....	6,000	.....
Do.....	Fleet paymaster.....	4,000	.....
Ohio.....	Vermont.....	.....	600
Illinois.....	Kentucky.....	3,000	.....
Kearsarge.....	Rhode Island.....	.....	1,300
Do.....	Vermont.....	.....	700
Kentucky.....	Louisiana.....	.....	1,400

2. When requisitions are returned after approval, the officers concerned will without delay obtain the funds covered thereby.

3. As indicated in paragraph 2 of letter of the 10th instant, none of the gold now on hand or obtained on the requisition above mentioned will be paid out in the Philippines; and, when making payments in Japan, the supply of United States gold is to be exhausted before any British gold is expended; so that as far as practicable the entire amount remaining for use after final departure from Manila will be in British gold.

Respectfully,

C. S. SPERRY,
*Rear-Admiral, U. S. Navy,
Commander in Chief U. S. Atlantic Fleet.*

The COMMANDING OFFICER.

Gold remaining in the hands of pay officers of the United States Atlantic Fleet (battle ships) after the distribution directed by the commander in chief has been made:

Ship.	United States gold.	British gold.	Total gold expressed as United States dollars.
	Dollars.	Pounds.	
Connecticut.....	19,310	3,009.5	33,955.73
Kansas.....	14,595	2,328.0	25,924.21
Minnesota.....	16,095	2,507.0	28,295.32
Vermont.....	14,300	2,300.0	25,492.95
Georgia.....	14,558	2,300.0	25,750.95
Nebraska.....	14,500	2,300.0	25,692.95
New Jersey.....	14,520	2,326.0	25,839.48
Rhode Island.....	14,500	2,326.0	25,819.48
Louisiana.....	16,000	2,511.5	28,222.21
Virginia.....	14,340	2,328.0	25,669.21
Missouri.....	13,000	2,169.0	23,555.44
Ohio.....	12,500	2,100.0	22,719.65
Wisconsin.....	13,000	2,100.0	23,219.65
Illinois.....	13,000	2,190.0	23,657.64
Kearsarge.....	13,070	2,141.0	23,489.18
Kentucky.....	13,000	2,196.0	23,686.83
Total.....	230,288	37,132.0	410,990.88

S. McG.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Manila, September 29, 1908.

96. This memorandum was prepared for the purpose of ascertaining how much money would be needed for the Mediterranean disbursements:

MEMORANDUM FOR THE CHIEF OF STAFF.

In order to get a line on exactly how much gold will be needed by the several ships during the Mediterranean cruise (by finding out to what extent the officers and men are leaving their money on the books for future use) I suggest the following wireless to the fleet:

"Report by letter to the commander in chief grand total of amounts due and unpaid officers and men as shown by pay roll recapitulation June 30 and September 30."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),

At sea, en route for Manila, October 2, 1908.

97. The suggested signals were made and the reports received accordingly.

98. Meanwhile, for the reason stated, the following was sent:

MEMORANDUM FOR THE CHIEF OF STAFF.

If I am correctly informed that there will be no liberty granted to the enlisted men during the stay in Manila, I see no sufficient reason for our having any Philippine currency for disbursement during the next week. I recommend, therefore, that the following signal be sent to the fleet this morning:

"Paragraph 2 of the commander in chief's letter of September 10 is revoked, and payments in gold will be resumed immediately."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),

Manila, P. I., October 3, 1908.

99. The general signal was accordingly wirelesslyed and payments in American gold immediately resumed. Acting on the information received by me the next day, I sent the following:

MEMORANDUM FOR THE CHIEF OF STAFF.

You will no doubt recall the following cablegram sent from Albany, September 16, to the commandant at Cavite:

"Fleet paymaster requisitions on navy pay office, Manila, 700,000 pesos October 1."

In accordance therewith I assumed that, as the cablegram was reported by you to the department, the credit at the Philippine treasury would be available for me on our arrival here.

I have just been informed, however, by the navy pay office, Manila, that the credit (\$350,000) is for him and that the requisitions will have to be made on him to get the funds—"The treasurer has plenty of United States gold," he adds.

Now, although there is at the moment all needed gold in the fleet, I should prefer to have \$350,000 additional gold under our lee and not to have to go to any other disbursing officer to get it piecemeal.

I suggest, therefore, that the following wireless be sent now to the commandant at Cavite:

"Referring to money requisition cabled from Albany September 16, please direct navy pay office Manila deposit to the credit of Pay Inspector S. McGowan, U. S. Navy, fleet paymaster, the 700,000 pesos intended for the Atlantic Fleet. If this be contrary to established usage, then send on board the *Connecticut* as soon as possible a check drawn to the order of the fleet paymaster covering the entire amount. Please have treasurer informed that entire amount will probably be needed at once in United States gold."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),

Manila, P. I., October 4, 1908.

100. The action outlined in the above memorandum was immediately taken; and, from that time on, American gold was used exclusively during the stay at Manila.

101. When the commander in chief cabled from Albany to the department that no further gold was obtainable in Australia for the reason already stated, the answer came back that the department could have British gold shipped to Colombo for three-fourths of 1 per cent. This rate was so far from what we had been getting in New Zealand and Australia that it was decided to take at Colombo only what appeared to be needed in that port, leaving the Mediterranean funds to be obtained farther on where better terms could be secured. I accordingly suggested that Cairo be queried as to funds for delivery at Suez; and later I submitted this proposition:

MEMORANDUM FOR THE FLAG SECRETARY.

Since suggesting to you last night that the consul-general at Cairo be cabled with reference to securing £100,000 sterling for delivery at Suez or Port Said, I learn that the supply ship *Celtic* is scheduled to meet the fleet at Port Said.

In view of that fact, and in consideration of the further fact that there would probably have to be shipment of coin in any event, I desire now to further suggest that an additional cablegram be sent asking the Secretary of the Navy whether it would not be practicable to ship us £100,000 sterling to Port Said via the *Celtic*.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Manila, P. I., October 8, 1908.

102. No action was deemed necessary thereon; but the consul-general at Cairo cabled that he could arrange for delivery at Port Said £100,000, the charge being 18s. 9d. per thousand.

103. The following recommendation was accordingly submitted:

MEMORANDUM FOR THE FLAG SECRETARY.

With reference to the money situation, I have been figuring considerably (and closely) of late; and I am convinced that it will be best to engage from the Chartered Bank of India or the Hongkong-Shanghai Bank (both of which promised to let me have bids by about now) £75,000 British gold for delivery in exchange for my bill of exchange in Colombo and to arrange through the consul-general at Cairo for another £100,000 (or so much thereof as may be needed) for delivery to the individual ships in exchange for their bills as they arrive.

My idea is that the entire transaction be handled from the flag office in both cases and all arrangements be perfected in advance; only, with reference to the Port Said money, separate bills will be by far the handiest, and, in my opinion, the only officially authorized way to secure and distribute the money, in view of the fact that the ships will be coming through Port Said one by one.

The Port Said rate quoted in the consul-general's cablegram is 0.093 per cent, or \$455.98 on £100,000 (\$486,650)—practically par. The Colombo rate must be less than 0.75 per cent, or \$2,737.41 on £75,000 (\$364,987.50), because the department, in its cablegram to Albany, quoted that figure for actual shipment by Seligman; and, of course, if the Chartered Bank or the Hongkong Bank wants to do business, it must come under that figure.

I think it will. In any event, however, I am not prepared to recommend the taking of United States gold from here, because it would most probably entail upon the officers and men a loss on exchange ashore considerably greater than that sustained by the Government in obtaining British money.

I shall get the two bids on Colombo in (from the Manila branches) just as soon as I can—to-morrow, if possible; then I shall be in a position to make a specific recommendation, in order that the entire money situation may be satisfactorily provided for, now while there is plenty of time.

So as to be perfectly sure about the Port Said programme, I think it would be well to send a general signal, as soon as the second squadron is within wireless reach, asking whether the pay officer has authority to negotiate bills of exchange.

I need scarcely add that local needs are all arranged for—my Manila balance on deposit being \$36,741.17, with another \$400,000 coming by deposit on my requisition on the navy pay office submitted to-day.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT,
Cavite, P. I., November 4, 1908.

104. The bids for Colombo delivery came the same night and were submitted to the flag office as follows:

MEMORANDUM FOR THE FLAG SECRETARY.

Referring to my memorandum of November 4, herewith are the bids on Colombo money—the Chartered Bank, 1 per cent, and the Hongkong-Shanghai, 0.75.

This last is the same as rate mentioned in the department's cablegram received at Albany.

Upon further consideration, I believe this had better be accepted—particularly in view of the reply to the department's cablegram referred to; and I recommend that the following wireless be sent to the Hongkong and Shanghai Banking Corporation at Manila to-day:

"Will require £75,000 sterling gold coin at Colombo December 14, at rate 0.75 per cent premium, in acceptance of your offer November 4. Reply requested."

I also recommend that the following cablegram be sent to the American consul-general at Cairo to-day:

"Please arrange for delivery at Port Said of gold sovereigns not to exceed 100,000 to battle ships on individual navy bills of exchange on and after January 6 as different vessels arrive. Reply requested as to completion of arrangements at rate of 18s. 9d. per thousand pounds premium per your cablegram of October 24."

I have the \$400,000 Manila deposit.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, P. I., November 6, 1908.

[Telegram. Signal Corps, United States Army. Received at Cavite, Cavite, P. I.]

MANILA, November 4, 1908—2.40 p. m.

McGOWAN,
Fleet Paymaster, Atlantic Fleet, U. S. Navy, Connecticut, Cavite.

If you can give us at once definite amount in hand for a few days we can probably supply Australian sovereigns in Colombo on December 15 at three-quarters per cent premium.

HONGKONG BANK.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
Manila, November 4, 1908.

SAMUEL McGOWAN, Esq.,
Pay Inspector, U. S. Navy, Army and Navy Club, Manila.

SIR: With reference to your call on me a few days ago I have now to inform you that I can arrange to supply the American fleet with 60,000 sovereigns delivery at our offices in Colombo between the 12th and 15th December next at a charge of 1 per cent. Payment for this sum to be made in the form of draft or drafts payable at sight in London and drawn to the satisfaction of our Colombo agent. This offer will remain open until 12 o'clock noon of Friday the 6th instant.

Very respectfully,

F. BENNETT, *Agent.*

HONGKONG AND SHANGHAI BANKING CORPORATION,
Manila, November 4, 1908.

Mr. SAMUEL McGOWAN,

Fleet Paymaster, Atlantic Fleet, U. S. Navy, Connecticut.

DEAR SIR: I confirm my wire of this date reading as follows—

“If you can give us at once definite amount in hand for a few days, we can probably supply Australian sovereigns in Colombo on 15 December at three-quarters per cent premium,” and shall be glad to have your reply as soon as possible, as otherwise we may not be able to get the sovereigns in Colombo in time.

Yours faithfully,

A. KEDDEN, *Manager.*

105. The order was placed as follows:

[Wireless telegram. U. S. S. Connecticut sending.]

MANILA, November 6, 1908—2.40 p. m.

To the Hongkong and Shanghai Banking Corporation, Manila:

Will require £75,000 gold coin at Colombo December 14 at rate three-quarters per cent premium in acceptance of your offer November 4. Reply requested. Letter follows.

SPERRY.

106. The arrangements for the Port Said delivery were completed as follows:

[Telegram. Official business.]

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
U. S. S. Connecticut, Cavite, P. I., November 10, 1908.

To United States Consul-General, Cairo, Egypt:

Please arrange delivery Port Said British gold sovereigns on navy bills of exchange drawn by individual ships on or after January 6 at rate 18s. 9d. accordance your telegram October 18. Total not exceeding £100,000. Reply requested.

SPERRY.

[Telegram. Official business.]

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, P. I., November 11, 1908.

To Secretary of Navy, Washington:

Request department cable Liebgurt, Connecticut, Lehnhoft, Missouri, Lehrjahr, Vermont, authority negotiate bills exchange necessary for funds and canal tolls. Specimen signatures mailed Seligman direct. Am arranging supply British gold Port Said.

SPERRY.

[Telegram. Signal Corps, United States Army. Received at Cavite, P. I.]

CAIRO, 13, via Manila, November 13, 1908.

SPERRY, Cavite:

Arranged.

IDDINGS.

8.02 A. M., NOVEMBER 14, 1908.

107. In conformity therewith the following memorandum was submitted and order issued accordingly:

MEMORANDUM FOR THE CHIEF OF STAFF.

Inasmuch as all arrangements have been made for supplying the fleet with funds until final departure from the Mediterranean for home, I suggest that, in order that there may not be any delay or confusion at the last moment, the following circular letter be sent out now:

"Please direct the pay officer of the vessel under your command to make requisition (S. & A., Form No. 15) on the fleet paymaster at once for British gold sovereigns necessary for disbursement during the stay of the fleet at Colombo, Ceylon.

"Please submit also without delay to the commander in chief 'Money statement pertaining to exchange' (S. & A., Form No. 42) covering such further amount as may be required for expenditure by the pay officer of the vessel under your command while in Mediterranean waters; arrangements having been made for delivery of British gold sovereigns at Port Said, Egypt, on individual bills of exchange drawn by pay officers of vessels, the expense being 18s. 9d. per thousand pounds for cashing bills payable at sight by Seligman Brothers, United States fiscal agents, London, England."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. Connecticut (Flagship),
Manila Bay, P. I., November 15, 1908.

U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, Philippine Islands, November 16, 1908.

SIR: Please direct the pay officer of the vessel under your command to make requisition (S. & A., Form No. 15) on the fleet paymaster at once for British gold sovereigns necessary for disbursement during the stay of the fleet at Colombo, Ceylon.

2. Please submit also without delay to the commander in chief "Money statement pertaining to exchange" (S. & A., Form No. 42) covering such further amount as may be required for expenditure by the pay officer of the vessel under your command while in Mediterranean waters; arrangements having been made for delivery of British gold sovereigns at Port Said, Egypt, on individual bills of exchange drawn by pay officers of the vessels, the expense being 18s. 9d. per thousand pounds for cashing bills payable at sight by Seligman Brothers, United States fiscal agents, London, England.

By direction of the commander in chief:

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

108. To complete preparations for the money programme on arrival home, the following circular letter was also written:

U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, Philippine Islands, November 18, 1908.

SIR: The fleet paymaster will furnish funds after arrival in the United States in the same manner as at Manila, namely, by depository checks in fulfillment of pay officers' requisitions on S. & A., Form No. 15.

2. Requisition for sufficient funds to make all expenditures from February 22 to and including March 31, 1909, should be in the hands of the commander in chief not later than December 15, 1908.

By direction of the commander in chief:

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

109. The following memorandum and circular letter were written in compliance with the department's directions and for the purpose of enabling officers and men to get the full worth of their money without being charged any exchange ashore:

MEMORANDUM FOR THE CHIEF OF STAFF.

I suggest the following circular letter:

"Please direct the pay officer of the vessel under your command to deposit, before leaving Manila, with the treasurer of the Philippine Islands to the credit of the United States, all Philippine currency in his possession, including any amount he may have to his credit on deposit here.

"From the date of departure from Manila until the fleet leaves the Mediterranean for home, payments in United States money will be discontinued; and all expenditures

will be made in British gold except that coal at Port Said will be paid for in bills of exchange drawn on London and negotiated in payment at par, that canal tolls will be paid by bills of exchange drawn on London and negotiated at par and that payment of tolls for passing through the Suez Canal will be made by London bills exchangeable at 25.20 francs to the pound sterling—the toll being reckoned at 7.75 francs for each net registered ton."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. *Connecticut* (Flagship),
Cavite, P. I., November 25, 1908.

U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, Philippine Islands, November 25, 1908.

SIR: Please direct the pay officer of the vessel under your command to deposit, before leaving Manila, with the treasurer of the Philippine Islands to the credit of the United States, all Philippine currency in his possession, including any amount he may have to his credit on deposit here.

2. From the date of departure from Manila until the fleet leaves the Mediterranean for home, payments in United States money will be discontinued; and all expenditures will be made in British gold except that coal at Port Said will be paid for by bills of exchange drawn on London and negotiated at par and except that payment of tolls for passing through the Suez Canal will be made by London bills exchangeable at 25.20 francs to the pound sterling—the tolls being reckoned at 7.75 francs for each net registered ton.

By direction of the commander in chief:

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

110. In view of the sudden change of pay officers on the *Georgia*, I sent the following:

MEMORANDUM FOR THE CHIEF OF STAFF.

I have plenty of British gold on hand and engaged for delivery at Colombo to supply the *Georgia* all she may possibly need for expenditure there for canal dues, for Port Said coal and for Mediterranean expenditures.

But it has occurred to me that just possibly the canal people insist on being paid by bill of exchange in preference to cash. I gather this from *Alabama* port report, dated September 12, 1908, which says:

"Men of war are charged 7.75 francs per registered ton for passage through the canal, payable in advance and only by bill of exchange on London at sight at the rate of 25.20 francs to the pound sterling."

I therefore suggest the following cablegram:

"SECRETARY OF NAVY, Washington:

"Request authority Van Patten, Georgia, draw bills of exchange. Specimen signatures direct to Seligman."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

NOVEMBER 28, 1908.

111. The necessary authority was accordingly requested and granted.

112. When the requisitions for Colombo money came in, it was found that considerably less was called for than had been expected in view of the comparatively light pay days while in Philippine waters. So I sent the following recommendation which was favorably acted on:

MEMORANDUM FOR THE FLAG OFFICE.

As we have £75,000 positively engaged for Colombo delivery whereas the various vessels have requisitioned for but £49,000, I suggest that, in approving the requi-

sitions herewith transmitted, the amounts be increased as shown in the following tabulation:

Ship.	Required.	Allotted, approved for.	Increase.
Connecticut.....	£2,000	£4,437-10	£2,437-10
Kansas.....	4,000	5,000	1,000
Minnesota.....	4,000	5,000	1,000
Vermont.....	3,000	5,000	2,000
Georgia.....	4,000	5,000	1,000
Nebraska.....	2,000	5,000	3,000
New Jersey.....	3,500	5,000	1,500
Rhode Island.....	3,000	5,000	2,000
Louisiana.....	3,000	5,000	2,000
Virginia.....	4,500	5,000	500
Missouri.....	2,000	4,000	2,000
Ohio.....	1,500	3,000	1,500
Wisconsin.....	3,000	4,000	1,000
Illinois.....	3,500	4,000	500
Kearsarge.....	3,000	4,000	1,000
Kentucky.....	2,000	4,000	2,000
Culgoa.....	1,000	2,000	1,000
Panther.....			
Premium on B/E.....		562-10	562-10
Total.....	49,000	75,000	26,000

I am holding the Port Said requisitions until I can see the pay officers in person (which I shall do on arrival at Colombo), because I anticipate that their total requirements will be more than they have figured on. If not, I shall suggest reduction all along the line on the Port Said bills of exchange in accordance with and to compensate for the Colombo increase.

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. Connecticut (Flagship),
At sea, en route to Colombo, December 4, 1908.

113. In consequence of the action last referred to, it became necessary to subsequently submit the following:

MEMORANDUM FOR THE FLAG OFFICE.

I am returning herewith the money statements pertaining to exchange submitted by the pay officers of the fleet, in accordance with commander in chief's letter of November 16, 1908. The estimates contained in these statements, plus the amounts previously required for at Colombo, cover the needs of the fleet from Colombo to Negro Bay, both inclusive; but, inasmuch as the requisitions which were filled by me at Colombo were increased over the amounts originally required for, it is suggested that these statements requesting authority to draw bills of exchange at Suez be approved for correspondingly less amounts.

Accordingly, I recommended that these statements be returned by indorsement through the commanding officers to the pay officers concerned approved for the amounts indicated below, or so much thereof as may be needed:

Ship.	Required.	Author- ized.	Ship.	Required.	Author- ized.
Connecticut.....	£7,000	£5,000	Virginia.....	£4,000	£3,500
Vermont.....	4,000	2,500	Missouri.....	4,000	2,000
Kansas.....	3,000	2,000	Ohio.....	4,000	2,500
Minnesota.....	5,000	4,000	Wisconsin.....	5,000	4,000
Georgia.....	4,000	3,000	Illinois.....	7,000	6,500
Nebraska.....	6,000	3,000	Kearsarge.....	10,000	9,000
New Jersey.....	6,000	4,500	Kentucky.....	4,000	2,000
Rhode Island.....	5,000	3,000	Culgoa.....	1,000	-----
Louisiana.....	4,000	2,000			

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
Colombo, Ceylon, December 18, 1908.

114. The various requisitions were approved as recommended.

115. Estimating that \$1,000,000 would be needed by the fleet on its arrival at Hampton Roads, I submitted requisition therefor and requested cable advice as to action taken. The answer was as follows:

[Copy cablegram.]

WASHINGTON.

Funds required McGowan's requisition December 31 will be supplied.

NEWBERRY.

116. The following recommendation, upon which favorable action was immediately taken, explains itself:

MEMORANDUM FOR THE CHIEF OF STAFF.

In order to size up the present money situation and also to make preparations on arrival to clear out all foreign coin now in the fleet, I suggest the following wireless:

"To fleet: Report by wireless amount of United States money now on hand; also British gold and British silver."

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Hampton Roads, February 9, 1909.

117. The following circular letter on the same subject was sent out the second day after arrival in port:

U. S. S. CONNECTICUT (FLAGSHIP),
Hampton Roads, Va., February 24, 1909.

SIR: The following telegram has just been received from the Navy Department and is quoted for your information and compliance:

"WASHINGTON, D. C., February 24, 1909—1.34 p. m.

"COMMANDER IN CHIEF ATLANTIC FLEET,
"Hampton Roads, Va.:

"Please direct ships' paymasters to transfer all foreign gold in their possession to fleet paymaster.

"ROGERS."

By direction of the commander in chief:

A. W. GRANT,
Commander, U. S. Navy, Chief of Staff.

The COMMANDING OFFICER.

118. The funds (in the amount of \$800,000) requisitioned by me were sent to Hampton Roads by the *Yankton*, and distribution was made direct to the several pay officers February 23.

119. The British gold in the fleet was turned in to the fleet paymaster, who, after repeated efforts to exchange it in New York for American money at a fair rate, finally transferred it all (by direction of the Bureau of Supplies and Accounts) to the pay officer of the *New York*, bound for European waters.

120. With the fleet scattered around the various navy-yards, most of the requisitions went direct to Washington—the fleet paymaster, as a rule, filling requisitions from only the few vessels at the New York yard; but a determined effort toward systematization and the cutting down of inordinately large balances in hand was made, as the following correspondence shows:

[Urgent.]

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, June 6, 1909.

SIR: 1. A letter from the fleet paymaster, United States Atlantic Fleet, and indorsement thereon from the Bureau of Supplies and Accounts, are quoted for the information and guidance of the pay officer of the vessel under your command:

“UNITED STATES ATLANTIC FLEET,
“U. S. S. CONNECTICUT (FLAGSHIP),
“Navy-Yard, New York, May 27, 1909.

“SIR: It is respectfully recommended: First. That each pay officer in the fleet supply himself before leaving the navy-yard with sufficient cash to last him through June only; requisitions from vessels at New York to be made on the fleet paymaster and from other vessels on the Paymaster-General direct. Second. That \$500,000 be placed to the credit of the fleet paymaster at Boston, July 3, 1909, so that he can obtain that amount of cash July 5, 1909, for distribution among the vessels of the fleet for July disbursements. Third. That an equal amount be similarly placed at Norfolk, August 9, 1909, for August disbursements. If the bond of the local depository will not permit so large a deposit at one time, then half of it might be available August 9, 1909, and the other half two days later and after the first deposit has been checked out. Fourth. That, separate and distinct from the foregoing programme, each pay officer in the fleet maintain at New York (and there only) to his individual credit a deposit sufficient to enable officers and men to make remittances, and also for the payment of small bills for thirty days and no more.

“2. This recommendation is based on the itinerary published in fleet Special Order, No. 17, dated May 20, 1909, and it is aimed to facilitate the furnishing of all needed funds and at the same time limit amounts in hand and on deposit to the minimum to adequately meet all actual demands.

“3. If this programme is agreeable to the Bureau of Supplies and Accounts, it is most important to inform all pay officers thereof at the earliest practicable date so that the necessary requisitions may be submitted in the manner indicated and all balances, except at New York, may be deposited to the credit of the United States before the end of the fiscal year.

“Very respectfully,

S. McGOWAN,

“Pay Inspector, U. S. Navy, Fleet Paymaster.”.

The COMMANDER IN CHIEF.

[First indorsement.]

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, May 27, 1909.

1. Respectfully forwarded to the Navy Department, Bureau of Supplies and Accounts, through the Bureau of Navigation, approved.

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

[Second indorsement.]

BUREAU OF NAVIGATION, June 1, 1909.

1. Respectfully forwarded to the Bureau of Supplies and Accounts.

N. R. USHER, Assistant to Bureau.

[Third indorsement.]

BUREAU OF SUPPLIES AND ACCOUNTS,
June 3, 1909.

Subject: Atlantic Fleet—Paymaster recommends plan for distribution of cash allowances for the fleet.

Respectfully returned, through the Bureau of Navigation, to the commander in chief, United States Atlantic Fleet.

1. The recommendations of the fleet paymaster in the within letter are approved. It is requested that instructions in accordance therewith be given to the paymasters of all vessels of the fleet.

2. The fleet paymaster's requisition for \$500,000 to be deposited with the subtreasury at Boston should reach the bureau not later than the 28th instant, and the requisition for \$500,000 to be placed to his credit with the national depositories at Norfolk not later than July 31, 1909.

3. It is the intention of the bureau to submit requisition for the \$500,000 to be deposited at Boston to the Treasury Department on July 1, with request that same be passed "special" and warrant mailed to the subtreasury at Boston the evening of that day.

4. Return of letter to this bureau, with report of action taken, is requested.

J. S. CARPENTER,
Acting Chief of Bureau.

[Fourth indorsement.]

BUREAU OF NAVIGATION, June 4, 1909.

Received and forwarded.

Respectfully,

SEATON SCHROEDER,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, June 17, 1909.

SIR: You will direct the pay officer of the vessel under your command to submit at once, through official channels, to the commander in chief, on S. & A., Form No. 15, requisition for such funds as will be necessary to make July cash payments under the instructions contained in paragraph 1 of the commander in chief's letter of June 6, 1909.

Respectfully,

SEATON SCHROEDER,
Rear Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Navy-Yard, New York, June 24, 1909.

SIR: Transmitted herewith is my check, No. 236832, on the assistant treasurer United States at New York for \$10,000, drawn to the order of S. McGowan, U. S. Navy, for "Transfer of funds" and indorsed "For deposit to credit of John S. Higgins, paymaster, U. S. Navy," in fulfillment of a duly approved money requisition, No. 53, from the pay officer of the U. S. S. *Minnesota*, navy-yard, Norfolk, Va.

2. I should be obliged if you will kindly inform me whether this method of filling requisitions has any features to which your office objects, and also whether there is any reason why I could not in the future simplify the process somewhat by writing on the face of the check—in the place of the words "pay to order of S. McGowan, U. S. Navy"—the words "place to the credit of John S. Higgins, paymaster, U. S. Navy."

3. The reason why I ask this question is that I am to-day making requisition for a credit with the assistant treasurer at New York in order to keep every pay officer of this fleet supplied with sufficient funds there to enable officers and men to make remittances by check during the month of July, and if this process last described is not objected to it would facilitate the transfer, provided, of course, no objection is found to the general idea.

Very respectfully,

S. McGOWAN,

Pay Inspector, U. S. Navy, Fleet Paymaster.

The ASSISTANT TREASURER UNITED STATES,
New York.

OFFICE OF ASSISTANT TREASURER OF UNITED STATES,
New York, N. Y., June 25, 1909.

S. McGOWAN,

Pay Inspector, U. S. Navy, Fleet Paymaster,
U. S. S. Connecticut, Navy-Yard, New York.

SIR: Replying to the inquiry contained in your letter of the 24th instant, you are informed that this office has no objection, in transferring funds to the credit of other officers, to draw check "place to the credit of" instead of "pay to the order of," but rather favors that method, as it is simpler and does not require indorsement.

Very respectfully,

W. S. TERRY,
Assistant Treasurer United States.

121. To what extent the balances had been reduced at the end of the fiscal year may be seen from the following tabulation of amounts in cash and on deposit to the credit of the pay officers of the several vessels named June 30, 1909:

Ship.	Cash.	New York.	Ship.	Cash.	New York.
Connecticut.....	\$13,797.98	\$1,921.00	Virginia.....	\$3,857.43	\$1,746.67
Vermont.....	3,026.08	861.45	Wisconsin.....	10.56	50.12
Kansas.....	4,024.70	2,994.45	Maine.....	4,481.46	8,661.53
Louisiana.....	2,020.15	1,823.68	Ohio.....	2,292.63	.....
Minnesota.....	8,907.60	45.51	Missouri.....	8,913.31	2,907.03
New Hampshire.....	6,605.78	477.08	Culgoa.....	1,773.87	2,553.58
Mississippi.....	3,457.95	1,961.37	Dixie.....	942.72	2,496.71
Georgia.....	449.54	1,007.54	Yankton.....	1,427.54	1,352.02
New Jersey.....	12,410.93	5,815.43	Total.....	87,936.33	53,013.58
Nebraska.....	2,360.95	2,197.15			
Rhode Island.....	5,415.25	13,441.26			

122. This centralization system and reduction programme were not taken to in every case so kindly as they might have been; and, in order that there might be no possible misunderstanding on the subject, the commander in chief, on my recommendation, sent out the following circular letter:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Cape Cod Bay, July 23, 1909.

SIR: You will direct the pay officer of the vessel under your command to submit, August 1, 1909, a requisition on the fleet paymaster for cash and amount to be deposited at New York for use during the month of August and for that period only.

2. S. & A., Form No. 15, requisition and two copies will be employed, the required cash and deposit items to be stated separately as such.

3. In the statement of "Average monthly disbursements," the figures for July, 1909, will be used—the sum of the amounts of all checks drawn appearing as one item and the net amount of cash expended as a separate item entering into the total of "Average monthly disbursements." This net amount of cash expended will be arrived at by adding to the cash in hand July 1 the various amounts received during the month and from that total subtracting the actual cash remaining in hand July 31.

4. In this connection attention is invited to the commander in chief's letter of June 6, 1909.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

123. Even that, however, was apparently not plain enough for everybody to understand—two noteworthy cases occurring which occasioned individual letters similar to this:

PROVINCETOWN, MASS., August 3, 1909.

SIR: Comparison of the money requisition dated August 1, 1909, submitted by the pay officer of the vessel under your command, with statement of amount on deposit June 30, 1909, shows that \$7,339 was placed to his credit at New York in July.

2. In view of the instructions contained in the commander in chief's letters of June 6, 1909, and of June 25, 1909, explanation will be made by indorsement hereon and prompt return of papers, as to when, how, and why this \$7,339 deposit was obtained in addition to the \$10,000 from the fleet paymaster—the total on deposit during the month of July appearing to be more than enough for three full months.

3. Meanwhile the pay officer will immediately draw his check on New York payable to the order of the fleet paymaster on account of "transfer of funds" for such portion of the present balance of \$12,130.47 as will not be needed during the next thirty days and transmit same to the commander in chief—using a certified copy of this letter in lieu of the usual printed requisition Form No. 15.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER, U. S. S. * * *.

124. In several other instances, however, pay officers obeyed the letter of the order so strictly that it became necessary to send out the following additional circular letter:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Provincetown, Mass., August 4, 1909.

SIR: The intent of the commander in chief's letters of June 6, 1909, and of July 23, 1909, was to keep all vessels adequately supplied, through the fleet paymaster, with all necessary funds for cash disbursements and amounts on deposit at New York to facilitate check payments and remittances and at the same time to prevent the accumulations of unnecessarily large balances.

2. While, therefore, it is expected that due care will be exercised in reducing monthly requisitions to the least amounts sufficient for all needs, the occasion for additional requisitions in individual cases from time to time is unavoidable and to be expected.

3. Whenever the pay officer of the vessel under your command has good reason to believe that his balance is about to be unduly reduced, he will at once prepare, and the commanding officer will forward, such an additional requisition on the fleet paymaster, stating on the face thereof the reason why additional cash or subtreasury credit appears to be needed, e. g., because the amount asked for in monthly requisition was reduced or because the pay officer's estimate was erroneous.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

125. The following circular letter is self-explanatory:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT, (FLAGSHIP),
Southern Drill Grounds, August 24, 1909.

SIR: Direct the pay officer of the vessel under your command to prepare, August 27, 1909, a requisition on S. & A., Form No. 15, for such funds as will be needed for cash disbursements during the month of September—bearing in mind the fact that the fleet is to visit New York, where more money will probably be needed than in July or August; also a separate requisition on S. & A., Form No. 15, for the amount to be deposited to the assistant treasurer, United States, at New York for the payment of public bills and for remittances by officers and men till September 30, 1909.

2. Both of these requisitions will be addressed to the fleet paymaster and will be forwarded to the commander in chief by the first available means after August 27, 1909.

Respectfully,

SEATON SCHROEDER,
Rear-Admiral, U. S. Navy,
Commander in Chief, United States Atlantic Fleet.

The COMMANDING OFFICER.

126. Shortly before the departure of the fleet from Hampton Roads for New York it became necessary to submit the following:

MEMORANDUM FOR THE CHIEF OF STAFF.

1. Having been informed that the fleet will arrive in New York about 3 p. m., September 22, 1909, and that the general court-martial, of which I am a member, is

to meet the next forenoon, all arrangements having meanwhile been made for me to get money from the New York subtreasury for the September pay day on the 25th, a delay of several days (how many I am unable to say) in paying the entire fleet seems inevitable unless: (a) The money be at once shipped to me here from Washington; or (b) I give a check now to each pay officer and let them go individually to the subtreasury for the money after arrival in New York; or (c) I go to New York by rail, get the money in person September 22 and bring it on board as soon as the fleet comes to anchor.

2. Plan A or plan B would, to the best of my knowledge and belief, cost the Government about \$125; plan C about \$35.

3. The immediate resort to one or other of these plans is deemed absolutely necessary; and they are believed to merit consideration in the order named.

4. What shall I do?

S. McGOWAN,
Pay Inspector, U. S. Navy, Fleet Paymaster.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Fortress Monroe, Va., September 15, 1909.

127. Plan A was adopted as shown by the following telegram sent the same day by the commander in chief to the Paymaster-General:

Fleet paymaster requisitions following funds be sent from Treasury here by express immediately: Three original packages of \$20 bills, \$240,000; three of tens, amounting to \$120,000; two of fives, amounting to \$40,000; two of ones, amounting to \$8,000. In all, \$408,000. Important that these denominations be adhered to. Reply requested. Fleet sails Monday.

128. The money arrived promptly and was immediately distributed throughout the fleet, being sufficient to last till the end of September, with a small balance over in each case.

129. The question of fleet supply ships was taken up by a board of which I was a member, as shown by the following order and report:

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Cavite, P. I., November 24, 1908.

SIR: A board, consisting of yourself as senior member, and of Pay Inspector Samuel McGowan, Lieut. Commander John B. Patton, Naval Constructor Lewis B. McBride, and Assistant Paymaster Maurice H. Karker, U. S. Navy, as additional members, will convene on board the U. S. S. *Connecticut*, at such time as you may designate, for the purpose of inquiring into fleet supplies with special reference to the number and type of vessels suitable for accompanying a fleet of sixteen or more battle ships with the necessary auxiliary craft.

2. You will make a careful and thorough examination into such information as may be obtainable from the experience of the United States Atlantic Fleet during the past year, and report the results of your deliberations with specific recommendations to the commander in chief not later than February 5, 1909.

3. Assistant Paymaster Maurice H. Karker, U. S. Navy, will act as recorder of the board.

Respectfully,

C. S. SPERRY,
*Rear-Admiral, U. S. Navy,
Commander in Chief, U. S. Atlantic Fleet.*

Commander ALBERT W. GRANT,
U. S. Navy, U. S. S. *Connecticut*.

UNITED STATES ATLANTIC FLEET,
U. S. S. CONNECTICUT (FLAGSHIP),
Enroute to Suez, Egypt, December 29, 1909.

SIR: In accordance with your order of November 24, 1908, which is appended hereto, appointing us a board to consider the subject of a fleet-supply ship, and the proper design therefor, we respectfully report as follows:

2. This report considers a supply ship designed for carrying fresh provisions and frozen meats for 16,000 men for sixty days, having a speed of not less than 14 knots when fully loaded and a cruising radius of 7,500 miles under full load at 10 knots.

3. It is believed that provision-supply ships should be fitted for carrying from 500-800 tons of ammunition, as should all other newly designed fleet auxiliaries, with the exception of hospital ships. These ammunition spaces should, however, be so fitted as to be available for the routine use of the auxiliary when not carrying ammunition.

4. The amounts of the various kinds of provisions have been based on the quantities as issued to the United States Atlantic Fleet since leaving San Francisco last July. The weights and space required are divided into three main classes:

	Net weights.	Space.
	Pounds.	Cubic feet.
Meats, fresh.....	1,070,000	51,980
Vegetables, fresh.....	735,000	25,725
Sea stores (provisions, wet and dry).....	2,685,000	92,150

This is a total net weight of 4,490,000 pounds, or a corresponding gross weight for present style of packing of 5,287,000 pounds, or 2,360 tons, of food supplies. If to this we add an allowance for canteen stores, ship's stores, and ammunition, the total cargo capacity will be close to 3,500 tons.

5. To obtain the above qualities will require a ship of approximately 400 feet in length, 50-foot beam, and 25-foot draft loaded, and about 9,000 tons displacement, with a coal bunker capacity of about 1,250 tons and engines of 4,500 horsepower.

6. The space in cubic feet as given above should be increased by about 15 per cent to allow necessary access and inspection. Further, under each heading, as given above, the space should be subdivided to allow as far as possible of separate stowage and access to each class of article as follows:

Fresh meat.	Space in cubic feet.
Beef.....	30,000
Pork loin and sausage.....	12,500
Veal.....	8,000
Mutton.....	3,000
Fowl.....	2,000
Miscellaneous.....	4,500
Total fresh meats.....	60,000

This meat space should be cold-storage space proper, heavily insulated, and capable of being maintained at a temperature of from 10°-15° F.

Vegetables.	Space in cubic feet.
Potatoes.....	25,000
Onions.....	1,500
Miscellaneous.....	3,500
Total fresh vegetables.....	30,000

Semiperishable sea stores, such as eggs, butter, sauerkraut, chipped beef, codfish, etc., 25,000 cubic feet of space.

This space of 55,000 cubic feet should be insulated and have sufficient cooling apparatus to be capable of maintaining a temperature of 45°-50° F., and the vegetable space should further be provided with sufficient ventilation to keep up a circulation of air throughout the space; this double purpose can best be accomplished by probably passing air through a small cooling room and discharging through a number of outlets in the floor with suitable escapes in the top. The remaining space required for sea stores (provisions, wet and dry), about 80,000 cubic feet, should be subdivided as far as possible to allow separate access to the large number of different articles included under this head.

7. The cold-storage and semicold-storage spaces should be located forward and under two hatches. The arrangement of the space should be: Hold divisions, lower platform deck divisions, and upper platform deck divisions. Under each hatch the two lower tiers can be used for cold-storage purposes proper and the upper tier for the semicold storage. The trunk arrangement in each hatch should be such as to allow access to any tier without disturbing or opening the others. This will necessitate insulating trunks. In addition to the hatches there should be cargo ports at the level

of the upper platform tier and access be obtainable to any one of the three tiers by means of insulated doors or hatches. These cargo ports will be very useful either when serving out in rain and it is not desirable to move the weather-deck hatch covering or when a large number of boats are being served at once.

8. The booms and other appliances for handling stores in and out should be so arranged as to use both sides of the ship at once. This can probably be better accomplished by the use of separate uprights and booms at each corner of the hatches than by the ordinary booms at the mast. Deck winches should be numerous. In wake of the cargo ports a small handling arrangement should be fitted in the nature of small electric winches (like a whip ammunition hoist) capable of lifting 200 pounds and transfer it to a trolley running on a track with an extension piece over the port.

9. The complement of such a ship should be 9 officers (captain, executive and navigator, chief engineer, 3 watch officers, pay officer, doctor, and pay clerk) and 150 men.

10. The ship should carry the following boats: Two steamers, 36 feet; 2 sailing launches, fitted with internal-combustion engine of moderate power; 2 lifeboats; 1 dingey. These are the same boats now carried by the *Culgoa*, with the addition of 1 steamer and the substitution of 1 sailing launch for a cutter; the former would at times expedite the delivery of stores to boats alongside by being available for towing a loaded boat back to its ships when not promptly called for by its own steamer, as is not infrequently the case.

11. The ship should be provided with special arrangements for scuttling in case of being isolated in the time of war and in immediate danger of falling into the enemy's hands, to whom the provisions might be of great value. The outfit of boats as given in the preceding paragraph is sufficient to carry the ship's complement.

12. The ship should carry a battery of 4 guns of 3-inch or 4-inch, so as not to be entirely at the mercy of any torpedo boat or destroyer with which she may come in contact.

13. One or two miscellaneous minor points should be provided for: (a) Sufficient water ballast to make the ship easy to handle when cruising light must be provided for; this quantity should be about one-sixth of the displacement; (b) a small auxiliary cold-storage room (about 2,500 cubic feet capacity) should be provided on the main deck, both for the use of the ship herself and as an issuing room for small amounts; (c) in some locations the heavy insulated hatches to cold-storage spaces can be advantageously hinged on one side; (d) no steam nor water pipes should be led through any of the storage spaces, as they invariably cause trouble; (e) no steam pipes should be led in close proximity to cold-storage spaces, as is the case with the *Culgoa's* steering engine leads, which are in the shaft alley under the cold storage.

14. In regard to the system of refrigeration the present dense-air system is not considered suitable, as it is more likely to get out of order, is heavier, and is less economical. An examination of the register of refrigerator ships of the world shows that of 104 vessels having a capacity of 140,000 cubic feet and over, 25 use the air system, but all of these were built prior to 1900—18 use ammonia with air as the cooling medium, 42 use carbonic anhydrite with brine as the cooling medium, 14 use ammonia with brine as the cooling medium, and 5 use this system with air as the cooling medium. Practically all of the 47 using the carbonic anhydrite system have been built within the last eight years. This system would therefore appear to be the best one available at the present time. Brine as a cooling medium is said to be more economical than air, but has the disadvantage of liability to leakage in the cooling pipes. Air as a cooling medium has the advantage of supplying fresh air in the cold-storage space and might be utilized in the semicold spaces after it had passed through the cold storage.

15. There has been discussed at times the question of the removal of steam laundries from battle ships, owing to the space they occupy and the difficulty of obtaining men to run them properly. If this were done the supply ship could be fitted with a laundry of sufficient size to handle collars, cuffs, shirts, and white uniforms for officers of the fleet. The smaller number of suitable men required could doubtless be obtained, especially with the living advantages which could be offered them on a ship of this character.

Very respectfully,

A. W. GRANT,
Commander, U. S. Navy.

S. McGOWAN,
Pay Inspector, U. S. Navy.

J. B. PATTON,
Lieutenant Commander, U. S. Navy.

L. B. McBRIDE,
Assistant Naval Constructor, U. S. Navy.

M. H. KARKER,
Assistant Paymaster, U. S. Navy.

130. When I reported for duty, my predecessor offered me a large number of papers in regard to past transactions in the naval supply fund cargo of the collier *Ajax*. There were at that time, however, but a few items on board the collier, and, as the papers in question related entirely to receipts and expenditures already made, I preferred to get from him an invoice of just what was then on board the *Ajax* and start a new set of accounts. He informed me that he was not in a position to invoice to me the articles then on board, but I secured from the master what purported to be an exact inventory of this stock and took it up at prices which I eventually obtained from my predecessor. A considerable quantity of oil, etc., was taken on board at San Francisco and carried to Manila and unloaded, after which other stores were taken on board at Cavite before the journey home was resumed. I endeavored in every possible way to keep some reliable account of the stores on board the *Ajax*, but experience proved that it was absolutely out of the question to obtain anything like an authentic and dependable record of supplies carried on board another vessel, particularly when the immediate custodian is a merchant master who is called upon to handle the stores in addition to his duties in command of the ship. The principal two reasons why I think such an arrangement inadvisable are: First, that the invoices in such cases (certainly in the one to which I refer) are so slow in reaching the officer who is supposed to keep the final account thereof that the cargo is received, transported, and expended long before the papers pertaining thereto have come into the hands of said officer; second, because from the very nature of things a storeship is often necessarily separated from the flagship for considerable periods.

131. As an example of the second objection just stated, the *Ajax* remained at Melbourne for a number of weeks in order to effect the repairs covered by the following contract:

UNITED STATES ATLANTIC FLEET CONTRACT NO. 16.

This contract of two parts, made and concluded this 4th day of September, 1908, by and between the Melbourne Steamship Company of Williamstown, Victoria, party of the first part, and the United States, by the fleet paymaster, United States Atlantic Fleet, acting under the direction of the Secretary of the Navy, party of the second part, witnesseth, that, for and in consideration of the payments hereinafter specified, the party of the first part hereby covenants and agrees to and with the party of the second part, as follows: That the said party of the first part will immediately repair the damage done this day to the bow of the United States naval collier *Ajax* by reason of having been in collision with the Howard Smith Company steamer *Leura*; said party of the first part to furnish all labor, material, machinery, and tools for the full performance of said work, including cleaning and painting; labor to be charged for at the following rates per hour (working eight hours per day until finished), which includes all tools, both hand and machine:

Drillers	2s. per hour.
Boilermakers	2s. 2d. per hour.
Boilermakers' helpers	1s. 4d. per hour.
Blacksmith and helper	3s. 9d. per hour.
Forge	42s. per hour.
Cleaners	1s. 4d. per hour.
Foremen	3s. per hour.
Fitters	2s. per hour.

Night rates 50 per cent extra.

That the charges for such other classes of labor as may be found necessary in the prosecution of the work will be mutually agreed upon by the party of the first part and the naval constructor in charge of the work, and must be satisfactory to the latter.

That the necessary material will be charged for at market rates as established to the satisfaction of the United States naval constructor in charge. That the material is to

be inspected and the work passed upon by the said naval constructor, who will upon completion certify the bill therefor and submit it to the commander in chief, United States Atlantic Fleet, whereupon payment will be made by check on the assistant treasurer of the United States at New York at the established mint valuation of \$4.8665 to the pound sterling. That the consideration hereinbefore named is to include all expense incurred by the United States by reason of this contract and that the bill submitted as hereinbefore stipulated shall specifically state that same is in full settlement of all charges, except docking charges, against the United States in connection with the said United States naval collier *Ajax*.

That, should the naval constructor in charge at any time during the progress of the work consider that the work is not proceeding satisfactorily or has not been satisfactorily done, he will have the power to cancel this contract, in which case only the charges incurred at that time shall be paid the party of the first part.

That the said party of the second part hereby covenants and agrees as above.

In witness whereof the said parties hereto have hereunto set their hands and seals the day and year first above written.

MELBOURNE STEAMSHIP COMPANY (LEONARD).
S. McGOWAN,

*Pay Inspector, U. S. Navy,
Fleet Paymaster, U. S. Atlantic Fleet.*

Signed and sealed in the presence of—

E. D. MURPHY,

As to party of first part.

A. W. GRANT,

As to party of second part.

Approved.

C. S. SPERRY,

Rear-Admiral, U. S. Navy,

Commander in Chief, United States Atlantic Fleet.

132. As soon as I began inspecting (which was within a few days after I reported for duty) I was struck with the great variety of office methods and the apparent lack of any uniformity whatever in regard to the conduct of the pay departments throughout the fleet, the routine on board different vessels being entirely different one from another. I also noticed that there was in several quarters an utter misconception of the obligations of a pay officer with reference to the manner in which he should make payments, or rather the manner in which he should not make them. I refer particularly to the practice of "taking money off the books," as it is called forward. For obvious reasons I preferred not to encounter any specific case of paying subscriptions, etc., en bloc; but I was certain that this practice—even if sanctioned by immediate superior authority—was contrary to law and regulation, and I made up my mind to stop it in the Atlantic Fleet. It was in view of this, and for the purpose of suggesting to pay officers certain safeguards by the use of which they might avoid trouble and especially to elicit sufficient information throughout the fleet upon which to base recommendations for a general revision of the fleet regulations in regard to pay officers, that I formulated and submitted to the commander in chief, September 15, 1908, a list of questions which I purposed—with his approval—to ask each officer whose department I subsequently inspected. The commander in chief approved the list as submitted, and the questions were used for the first time on board the *Connecticut*, September 22, 1908. I inspected on that date the pay department under Assistant Paymaster B. H. Brooke, U. S. Navy, and five days later the commissary department under Assistant Paymaster F. E. McMillen, U. S. Navy. The inspection questions in this instance were divided into two sections—those pertaining to the pay department proper and those pertaining to the commissary branch thereof,

the work being in charge of the two officers named. The questions were as follows, and I am quoting opposite each the answer thereto in order that the record thereof may be complete:

Memorandum to accompany report of inspection of the accounts of the U. S. S. Connecticut, Assistant Paymaster B. H. Brooke, U. S. Navy, pay officer.

Q. How is the work of the Pay Department distributed, i. e., just what does each person do?—A. I supervise all the work of the Pay Department, keeping as closely in touch with everything as I possibly can. I make all purchases and all payments of money. The pay clerk keeps the pay rolls and generally assists me. The chief yeoman is in charge of the clothing and small-stores rooms. He makes the issues and prepares the clothing and small-stores returns. He also assists in the office, preparing public bills, etc. The other yeoman does the typewriting, makes the smooth copies of pay rolls in hand writing, and renders various other assistance. The jack-of-the-dust handles the stores, keeps the storerooms clean, and assists in issuing clothing and small stores.

Q. How do you keep the record of allotments?—A. In the regular allotment register book, which I have found more satisfactory than card systems.

Q. How many safes have you, and who has the combination of each?—A. I have three safes. I have the combination of two and the chief yeoman has the combination of the third.

Q. How often do you balance cash?—A. About four or five times a week.

Q. Do you keep a permanent record of balancing?—A. Yes, in a small notebook.

Q. Do you keep a safe cashbook?—A. No; I keep the regular cash book in the safe and show all cash transactions in special columns.

Q. Have you any unpaid ship's bills? Why?—A. I have two unpaid, because they were not certified as required. They were returned for certification and will be paid when received.

Q. Have you any unfilled purchase requisitions? Why?—A. I have two unfilled, because the markets did not afford the articles required.

Q. How do you reimburse the Government for crockery broken by messmen?—A. I check the amounts on the roll against the individual accounts on an order of the commanding officer.

Q. How do you account for sale of deserters, and dead men's effects?—A. On a statement of sale showing the articles sold, the names and pay numbers of the purchasers, and the amounts for which sold, signed by the witnessing officer, and having the commanding officer's approval.

Q. Have you taken steps to remove suspensions on your last statement of differences from the Treasury?—A. Yes.

Q. How often, and how do you let the men know what is due them?—A. At the end of each quarter by posting a statement on the bulletin board.

Q. Is your regulation book posted up to date? General orders? Special orders? Bureau memoranda? Fleet regulations?—A. All are posted.

Q. In making purchases to what extent are you guided by the estimated cost?—A. If the price approximates the estimated cost, I make the purchase. If the price is greatly in excess, I report the discrepancy; and, if the head of the department and the approving authorities are willing to alter the estimated cost on the requisition, I then make the purchase.

Q. In making payments to enlisted men does the witness to the signature sign also as witness to payment?—A. In payments I have made so far the officer witnessing the payments has usually not been the same officer who witnessed the signature.

Q. Is all this done at the time payment is made?—A. Pay receipts are usually brought to the pay office with the man's signature already witnessed. The officer witnessing the payment signs the pay receipt at the time the payments are made.

Q. Are any corrections as to prices or articles made on clothing receipts after they have been signed by the men?—A. No.

Q. Are your issues of clothing and small stores entered up on roll and stock account each day?—A. Yes.

Q. Do you collect monthly for clothing and small stores sold for cash to the canteen?—A. I collect the day sales are made.

Q. Who signs your clothing requisitions, and how—with stamp or pen?—A. The divisional officers, with pen.

Q. How often do you personally inspect storerooms?—A. At least twice a week.

Q. When did you last inventory clothing? Were you personally present?—A. I completed an inventory on the 12th instant. I counted all articles myself.

Q. How often do you visit the clothing room while clothing requisitions are being filled by the yeoman?—A. I try to be present as much of the time as possible when the yeoman is issuing clothing. I estimate that I am present one-half to three-quarters of the time.

Q. Have you any nonregulation clothing or articles unfit for issue on board?—A. I have some that have been surveyed and are to be turned into store at Manila.

Q. How many sets of keys are there to the clothing rooms? Who have them?—A. Two sets. The chief yeoman has one. The others are in my safe.

Q. When making payments to an officer, how do you ascertain if he has the amount due him?—A. I keep a memorandum of data affecting officers' accounts with the receipt book.

Q. Is money ever paid to an enlisted man except when the witnessing officer is actually present?—A. No.

Q. Are subscriptions ever paid in bulk, i. e., to other than the person whose account is debited?—A. No.

Q. Who makes payments of money from time to time?—A. I make all payments. I leave funds with the clerk to pay officers when I go ashore.

Q. How do you pay special gunnery prizes?—A. At muster, by exchange of money and receipt.

Q. By what method do you pay for subsistence of patrol parties ashore?—A. I pay the commissary officer on a public bill, accompanied by a list of men detailed for patrol duty approved by the commanding officer.

Q. Do you invariably follow the Treasury directions regarding payments by cash and in legal tender and only to the person against whose account the same is charged, as prescribed by articles 1519 and 1496, Navy Regulations?—A. Yes.

Q. Do you ever cash checks out of government funds?—A. No.

Q. In what order do the men come to draw money?—A. They come in no regular order.

Q. Does an officer of the division identify the men?—A. No.

Q. How long does it require you to pay off?—A. Both times I have paid off it took nearly the whole afternoon, and stragglers stretched out over the next two or three days.

Q. Are you personally present when deposits for interest are made in cash?—A. Yes.

Q. Does the depositor write his name across the certificate after you have signed it?—A. Yes, or immediately before.

Q. What percentage of loss did you show on your last clothing return?—A. Just what my inventory showed. It was considerably less than 2 per cent.

Q. What percentage do you expect to have to show this quarter?—A. None.

Q. Do you give the tailor written orders, serially numbered, for all the work he does officially?—A. The tailor is not in my division. I have no official dealings with him.

Q. Do you keep the cashbook, check book, officers' receipt book, and crew and marines pay tickets under lock and key?—A. Yes; in the safe.

B. HAYES BROOKE,
Assistant Paymaster, U. S. Navy.

Memorandum to accompany report of inspection of the commissary department of the U. S. S. Connecticut, September 27, 1908, Assistant Paymaster F. E. McMillen, U. S. Navy, commissary officer.

Q. How are the duties distributed in the commissary department—just what does each person actually do?—A. I exercise personal and direct supervision over all works of the department; make out all returns and requisitions and prepare all official communications; keep all canteen books, papers, and cash and make all purchases. The chief commissary steward has charge of all storerooms except canteen storeroom, cleaning and stowing of all compartments belonging to the department, accounts of sales to messes, daily ration record and stock book; personally procures all stores from supply ships, submits weekly bills of fare and supervises the actual preparation of food in the galley and bakery. The canteen yeoman is the canteen store man, has charge of canteen and canteen storeroom, makes sales and keeps canteen cashbook and canteen credit book.

Q. What portion of the cold storage is allotted to the commissary department?—A. The compartment designed for the general mess.

Q. What is its cubic capacity?—A. 445.3 cubic feet.

Q. What can you stow in it, stowing perishable articles in such relative quantities that they will last about equally long?—A. Twenty-five thousand pounds of meats. This is the quantity we endeavor to carry.

Q. What proportion of the officers' and chief petty officers' cold-storage provisions does the general mess supply?—A. About two-thirds.

Q. What is the capacity of your sea store spaces?—A. Sea stores for ninety days can be carried.

Q. How long could you remain at sea without materially varying your present bill of fare?—A. Thirty days, as we are now subsisting the ship's company practically the same as when the ship was lying at San Francisco. By modifying the present bill of fare, using more sea stores, we could easily remain away from the supply ship for forty-five days.

Q. What record do you keep of provisions in storerooms? Describe in detail.—A. A stock book is kept in the commissary issuing room. Stock cards, exactly similar to those used in storehouses at navy-yards, showing original entered and corrected by inventories on the first of each month, are tacked up, conveniently at hand, inside the door of each compartment. Issues are entered on each card by the jack of the dust whenever stores are broken out (daily). Thus at any time an exact account of stock in the storeroom can be taken almost immediately and further checked up with the stock book.

Q. When did you last inventory provisions? Were you personally present?—A. The last complete inventory taken was on June 30, 1908; but, as a thorough study of the stowing facilities of the ship has been made and storerooms stowed and restowed and articles classified many times, each time an account of stock being taken and stock cards being kept in each storeroom, an accurate record is at any time available. Yes; I was present at every occasion.

Q. How often do you personally inspect storerooms?—A. I am in all storerooms at least two or three times a week.

Q. What steps do you take to check the quantities of provisions received?—A. All provisions coming aboard are inspected and weighed by the chief commissary steward, usually in my presence.

Q. Do you personally scrutinize each bill of fare before it is accepted?—A. Yes.

Q. Are any of the present articles of food on board or on the supply ship disliked by the men?—A. Yes; particularly salt beef, which is never issued, "pay department pickles," and the sliced dehydrated potatoes and dehydrated carrots, found suitable only for soups and vegetable stews.

Q. Have you any suggestions as to new articles of food that might advantageously be embodied in the present ration?—A. No.

Q. Do you keep your daily ration record up to date?—A. Yes.

Q. What percentage of loss on issues, if any, do you expect to have to show on your provision returns this quarter?—A. None. It is my opinion, however, that a loss of issues of fresh meat and fresh vegetables should be allowed; the full 7 per cent in these components would scarcely be an adequate allowance for the unavoidable losses due to the bones, scraps, and waste in the preparation of the meat and vegetables.

Q. Is your voucher for provisions sold to messes an absolutely correct recapitulation of the various individual sales exactly as they actually took place?—A. Yes.

Q. Do you collect monthly or quarterly for provisions "sold for cash" to messes?—A. Monthly.

Q. Do you take receipts from stewards at the time of issue for provisions sold to messes?—A. Yes; in duplicate.

Q. Are you absolutely sure that the balances on hand, shown by your provision return rendered to the bureau, are exactly what is in your storerooms?—A. Yes.

Q. What method and what books do you use in keeping your canteen accounts?—A. Up to the 23d of September, a strictly no credit system was followed; on that date credit to the amount of \$2.50 per man was allowed each man in the crew as a trial of the credit system in order to relieve the temporary "hard times," but only for the remainder of the current month. A cashbook is kept by the canteen yeoman, initialed as the cash is turned in by him each day by me. I keep a safe cashbook for nothing but canteen cash. A ledger of all current accounts is kept as well as a voucher file. A canteen storeroom stock book is used in checking up monthly inventories. All books are entered up to date, except, of course, the individual credit book, which will be entered and balanced in three days.

Q. To what extent has fleet order No. 2306 changed your canteen rules?—A. The canteen of this ship was affected scarcely at all by the issue of f. g. o. No. 2306, as nearly all the details therein laid down had previously been put into operation by

order of commanding officer. The suggestion as to the employment of credit, however, to keep up the sales at sea and thereby expediting the payment of the canteen debt, was adopted and is at present in operation.

Q. How often do you balance your canteen cash?—A. Nearly every day. At least three or four times a week, depending on the sales and disbursements.

Q. Do you personally make all purchases for the canteen?—A. Yes.

Q. How long does it require to take an actual inventory of the canteen? Who does it? How often?—A. About two hours, with the stock usually carried in the canteen. The inventory is taken every month by me, assisted by the yeoman.

Q. Do you keep a stock book of your canteen storeroom?—A. Yes.

Q. Have you ordered any stock per supply ships?—A. Canteen stores for this ship were ordered placed on the supply ships by my predecessor. I believe all of the stock reserved for this ship can easily be used before the fleet's arrival home.

Q. How much money do you allow the canteen yeoman to keep out for change?—A. Ten dollars.

Q. How much money does the canteen owe to-day?—A. \$2,020.51.

Q. How much cash have you on hand?—A. \$363.84.

Q. How much in bills receivable?—A. Estimated, \$1,000.

Q. How much stock have you, at cost?—A. Estimated, \$3,700.

Q. When do you expect to be out of debt?—A. By the end of October.

Q. Have you a written order from the captain for every expenditure of canteen funds, except for the purchase of additional stock?—A. Only two small expenditures of this nature have been made, both in July and before the promulgating of f. o. No. 2306, and both with the verbal approval of the commanding officer.

Q. How did you inaugurate credit in the canteen, and what has been its effect thus far?—A. Credit was limited to \$2.50 for all hands, and all credit is to be stopped on September 30. Up to the present time, September 27, the credit sales have increased to nearly \$150 per day, while the cash sales have practically stopped. The canteen yeoman keeps a ledger, and after each day's sales enters up all credit slips and totals each man's accounts to prevent any case of overdrawing. At the end of the month and before pay day, credit will be stopped, bills made up and arranged in order of pay numbers. When the crew is paid off, all bills will be collected by the canteen yeoman.

Q. Are your navy regulations, general orders, special orders, bureau memoranda, and fleet regulations posted up to date?—A. Yes.

F. E. McMILLEN,
Assistant Paymaster, U. S. Navy, Commissary Officer.

U. S. S. CONNECTICUT (FLAGSHIP),
At sea, en route to Manila, September 27, 1908.

133. The necessity had been manifest and pressing for some uniform method of inspection. There was nothing in the regulations or in any instructions from any source known to me to show how a real examination into the pay department should be made, except the requirements of article 1596, paragraph 2, Navy Regulations, which prescribed only the method of arriving at the correct cash balance and properly reporting thereon.

134. After the questions quoted were approved, a supply thereof was printed on board the flagship and with very slight modifications they were used for every inspection I made from September 22, 1908, to and including April 5, 1909, when their use was discontinued by direction of the commander in chief.

135. As soon as the use of these questions had been authorized by the commander in chief, I purposedly distributed copies throughout the fleet in order that every pay officer in the fleet might know just what to expect in the way of scrutiny, and for the further purpose of securing in advance substantial compliance with regulations and good administration as therein outlined, and thus to accomplish more real improvement than any number of inspections, no matter how rigid, could have been expected to achieve. The effect was immediate and far beyond what I had expected of it. The first

result was, as in all such matters, considerable unofficial complaint and disagreeable criticism. But, as is also nearly always the case, those interested took pains to render at least reasonable compliance with most if not all of the suggestions which were plainly made, though worded in the form of questions. When, therefore, the use of these questions was eventually discontinued as already related, the necessary information upon which to formulate recommendations as to fleet regulations had been obtained from every ship, whereas the uniformity and systematization secured were altogether gratifying.

136. In particular, money is no longer "taken off the books" in the Atlantic Fleet, as will be seen from article 21, Fleet Regulations of 1909, which reads as follows:

When an enlisted man presents to the pay officer a properly authorized and duly signed pay ticket, the amount of money shown thereon shall be invariably delivered to the man in person and shall not, even with such man's consent, be included in any total payment to a common creditor or applied by the pay officer to make up a subscription or be diverted for any other purpose, however just such debt or proper such subscription or other purpose may be in itself.

137. While the fleet is cruising on any extended voyage, and equally so during active maneuver periods, it is impossible for the fleet paymaster to inspect accounts in all the ships of a large fleet as frequently as the regulations contemplate and his own sense of propriety would cause him to desire. I think, therefore, that, whenever the fleet disperses to the various "home" yards, the fleet paymaster could with great advantage to the work make a series of calls at the several yards for the purpose of thoroughly inspecting accounts at about the same time and in a uniform manner. While there are many and various reasons why inspections, particularly at sea, should be as frequent as practicable, there are even stronger reasons why inspections should be regularly and systematically made by the fleet paymaster while the ships are at navy-yards; the principal reason being that as soon as a ship comes to a navy-yard there is a perceptible and inevitable let down in everything that pertains to the exactness which governs the usual routine while cruising, and the time of all times when laxity and business irregularity are liable to spring up in the pay department is while a ship is lying alongside the wharf in her home port. * * *

138. As is indicated by copies of memoranda quoted by me in an earlier part of this report, I made an earnest effort to have the cold-storage space throughout the fleet placed practically under the immediate control of the commissary officer. I was to a certain extent successful in this direction; and I have understood that the idea is being carried still further now, with the probability of the complete assignment of these spaces to the commissary department in the near future.

139. The next step along the same line which I had in view but had not yet reached was a general redistribution of all stowage spaces throughout the ship for the purpose of gaining in accessibility and securing so reasonable an allotment of space as to have all the supplies on board in a business-like proportion to each ship rather than, as has been the case in the past, carrying six months' or a year's or even in some articles two or three years' supply of one thing, and in consequence thereof being obliged to replenish in some other necessary articles every few weeks. Paragraph 6 of my letter to the

commander in chief (for the bureau), dated at sea, en route Gibraltar to Hampton Roads, February 13, 1909, read as follows:

The following additional suggestions aimed to assist in securing further improvement afloat are offered for such consideration as they may seem to deserve: (1) Make the pay officer of every first-rate ship general storekeeper with all present storerooms, store men, and clerical force transferred to him; enlarge pay office; carry no duplicate stores or parallel accounts; maintain but one set of ledgers (under naval-supply fund) for supplies and one for equipage; have a continuous inventory—counting each article when supply runs low—automatic requisitions for replenishment to be gauged by heads of ship's departments' requisitions "for use." * * * *

140. I had in mind then the redistribution of stowage space just as soon as all such spaces came under one control. I am perfectly sure that a great deal of space has in the past been wasted, both by duplicating stocks of the same article and by carrying large packages in small storerooms, and also by having the storerooms of some departments comparatively empty while just that stowage space was badly needed in other departments. Also perishable provisions have been carried in practically any part of the ship that might be left over for that purpose without due regard for the location or temperature or accessibility of such spaces. This might not appear to be literally a part of the fleet paymaster's duty, but I considered that it ought to be within his province to so systematize and standardize all such matters as this to the end that every ship of about a certain type would be practically a duplicate of every other ship of about the same type in so far as relates to preparedness for sea and consequent endurance on the firing line and away from the source of supply. In other words, I deem it distinctly a fleet and not a ship question as to just how much and what each vessel of each class can and should be made to carry under all circumstances.

141. As I understand that my recommendation quoted above has been substantially carried into effect, I can see no reason why the general question of stowage space on board all seagoing ships should not in the near future be taken up comprehensively and such spaces be reassigned for each type in such manner that there may be secured the maximum of preparedness on the minimum of wasted space.

142. During the last few months of my duty with the Atlantic Fleet the pay officers of five battle ships took over the custody of and accountability for supplies carried under Title Y, and the two supply ships accompanying the fleet kept on board stocks of miscellaneous Title Y stores under the naval-supply fund for issue to the fleet in general and to the general storekeeper ships in particular. I was not called upon to handle the requisitions or any other papers pertaining to this feature of the work afloat, hence my knowledge of how well this partial adoption of my original recommendation worked is confined to what I saw during inspections and what I heard in conversation. The change was only partial and very radical. While, therefore, the experiment worked excellently well on most of the vessels, there were instances of where it was not taken kindly to and developed defects which made its successful operation almost impossible even with the assiduous effort which the pay officer bestowed upon it. In the long run, however, I think this last was a benefit rather than a detriment, because any system or part of a system which is worthy of adoption must possess inherent strength sufficient to meet any ordinary amount of opposition, reasonable or otherwise;

and the fact that some adverse criticism was made in regard to this new plan simply puts its authors and administrators in possession of the necessary information to strengthen it in its weak places and smooth off its rough edges so that eventually it ought to be beyond the reach of just criticism.

143. As indicated in several preceding paragraphs throughout this report and particularly in the report of the Grant Board contained in paragraph 137, I enthusiastically favor the greatest possible development of supply ships as an integral part of every group of fighting craft. With reference to what stores and how much of each should be carried on board supply ships, I think the same general idea should be followed as I have suggested for battle ships, namely, that a great deal of care should be exercised to maintain the symmetry of supplies to the end that all available supplies be on hand in such manner as to enable the fleet to remain at sea and away from its base just as many days as possible—a shortage in any one necessary article fixing, of course, the limit of such sea service. In this connection I desire particularly to invite attention to the fact that, although storeships should, of course, carry a miscellaneous and complete stock of the various articles which will be needed throughout the fleet, the redistribution of the stowage space and the adoption of the general store-keeper plan on board cruising vessels should not by any possibility be allowed to effect a reduction of the supply of any article carried on board such cruising ship as to render frequent call upon the storeship necessary. I mean that, with the control by one officer of all stowage space on board ship, there ought to be a considerable gain in total stowage capacity and a resulting gain in total time which all necessary supplies will last; and this gain, which is necessarily based on physical facts and economy of space, should not be in any instance allowed to be offset by any undue dependence on storeships of any kind, for experience has amply proved that even with good weather conditions no two vessels can always be counted upon to remain in company constantly, unless, of course, they are at anchor. I regard the province of the storeship, therefore, as what might be called half way between the fighting ship and the storehouse; in fact, a floating storehouse and nothing more; and to take supplies out of a battle ship and place them on board a storeship which is expected to accompany that battle ship at all times is, in my judgment, the gravest possible error, the maximum economy being obtainable only by treating the storeship simply as a mode of expeditious transfer between the shore and the fleet, each fighting ship to keep its stowage spaces symmetrically full at all times and depending upon the storeship to replenish them only and as soon as supplies of any kind have been used in sufficient quantity to afford space for further stowage. It may be that my impressions on this subject are wholly erroneous. I hope they are. But it seemed to me that there was in the recent past an effort being made to take more and more of the general supplies off the battle ships and depend more and more upon the storeships for the replenishment thereof by constant small requisitions. If I am correct in this impression, it is my judgment that, though such a procedure may effect a temporary financial economy, such an advantage is practically negligible in view of the resulting manifest loss in military preparedness which such a programme would appear to entail.

144. As the records of the auditor's office show, I personally paid practically every collier whose master asked for reimbursement from

the time I joined the fleet until my detachment. This was done in order to relieve pay officers of ships from work which I considered should properly fall on the fleet paymaster, and particularly in order to expedite the payments of these accounts and to let the collier masters know where to apply for an immediate supply of funds. This, of course, took some time and no little trouble, but I think the resulting gain in efficiency was more than proportionate thereto.

145. Transportation requests for enlisted persons traveling under orders formed one of the most constantly troublesome features of the work which fell to me after the return of the fleet to the United States. Navy regulations, as they read at present, require all such work to be performed by the pay officer of the flagship. Assuming, however, that these regulations had in mind the fact that the pay officer of the flagship and the fleet paymaster have until very recently been one and the same officer, I with entire willingness assumed this work and did it throughout the spring and summer of 1909 to the best of my ability. Sometimes there were no transportation requests to be issued for several days consecutively, and then again there would be a number to be issued the same day, generally each of the travelers going in a different direction; and, as was the case with nearly all such work afloat, practically every one of these requisitions for transportation came under the head of "rush" work. As long as the flagship was at New York Navy-Yard it was very easy to ascertain exactly the proper procedure in each case from the receiving ship pay office, where a chief yeoman is regularly detailed for that work (and, I believe, that work alone). After leaving New York, however, the situation was very different, and I was consequently compelled to rely on such information as I could gather from the printed instructions and the copies of typewritten letters furnished me on the subject. While I do not presume to pass upon the adequacy of these instructions, there were very many times when I was unable, under the circumstances and in the necessary rush of expediting immediate transportation required, to find out from these instructions the exact details necessary to be incorporated in the papers; and, in a number of cases, I was thus obliged to rely absolutely on such information as I could gain ashore from station agents and other apparently responsible officers.

146. Without, therefore, going into the question of whether or not the information furnished me was sufficiently complete, I am satisfied that in this particular instance the attempt to centralize in any one officer the control and issue of the necessary papers is a mistake. I say this because, in a large fleet particularly, an at least appreciable length of time is lost in sending the requisitions for transportation requests to the flagship, where no authority really rests, because all of the transfers of the personnel covered thereby have been previously passed upon and authorized by the Bureau of Navigation. Consequently the only effect of having these transportation requests issued from one office is to delay the departure of the men and congest the work by having the fleet paymaster make out all requests; whereas time, trouble, and considerable paper work might be easily saved by furnishing a set of blanks and instructions to the pay officer of each cruising ship. The carrying out of this comparatively unimportant routine would thus form but an insignificant incident on board each vessel instead of being, as at present, a very troublesome and constantly occurring burden to the one who has to do it all.

147. I do not for a moment wish to be understood as advocating decentralization in anything vital, for I think that all possible authority should be centered in the office of the commander in chief and all possible work thereunder should be performed by the fleet paymaster wherever more than one vessel is concerned. But, in cases like this where the department has already taken administrative action, it seems distinctly inadvisable to burden the commander in chief's office with the handling of papers which he has no authority to do other than forward for compliance, and most particularly when such papers of necessity pertain in any individual case to one ship and one ship alone.

148. As indicated by the orders quoted in the first paragraph of this report, I was assigned to duty as pay officer of the flagship *Connecticut* from July 1, 1908, from which additional duty the commander in chief himself detached me August 20, 1908. This action on the part of the commander in chief was occasioned by conditions briefly summarized in the following memorandum, which I had prepared and signed but had not yet actually delivered when he summoned me to his cabin and informed me that it was his intention to relieve me of the ship duties without further delay:

PERSONAL MEMORANDUM FOR THE ADMIRAL.

Feeling sure that you are not aware of the fact that my double duty has kept me actually employed in necessary work every hour of every day in every port (and on an average of at least eight hours every day at sea), I am very reluctantly submitting what I consider a most conservative statement of the situation, tabulated for the sake of brevity:

	Fleet.	Ship.
Percentage of work I do is thus divided.....	75	25
Percentage of my working time is devoted to.....	65	35
Percentage of really important work necessarily neglected by me.....	25	.....
Percentage of personal supervision entirely omitted and authority wrongfully delegated.....	.....	30

I purposely avoid going into further details, though I could readily furnish them if your own time was not so completely occupied and your patience correspondingly taxed. I think I have shown I am willing to work all day every day to the utmost limit of my ability; and I am writing this solely because, as the fleet work becomes progressively heavier, I find myself unable to do it as it ought to be done—handicapped as I am by the petty details and wearing routine of the additional and extraneous duties of pay officer of the ship.

I very much hope, therefore, that you will determine to cable to the department for authority to have me transfer the ship's accounts to Passed Assistant Paymaster B. H. Brooke, U. S. Navy (at present unemployed on board the U. S. S. *Kansas*), who to my personal knowledge is perfectly competent to do the work.

McGOWAN.

AUGUST 12, 1908.

149. We had discussed the matter once or twice before leaving San Francisco, he having brought up the subject of the double duty and asked for an expression of my opinion as to the practicability of continuing it. He told me he had received from the Navy Department directions to ascertain just how the arrangement of reuniting the two duties would work out during the cruise around the world and to report to the department upon the fleet's arrival at Manila in October the result of his observations. On each of these occasions I informed the commander in chief that it was too soon for me to give him a statement of fact that would not be largely colored by

a very decided opinion I had long entertained on the subject and that consequently I much preferred to simply attempt to do, if it were a physical possibility, both of the duties to which I had been assigned, leaving it entirely for him rather than myself to judge whether any one person could properly occupy the two positions. During all this time the multiplicity and variety of the two positions were astonishingly great. For example, I had made arrangements a few days before sailing from San Francisco to take on board from Mare Island Navy-Yard the necessary stock of clothing and small stores to last the *Connecticut* for some months. The tug came alongside and everything was in readiness to receive this consignment when the commander in chief's orderly informed me that I was wanted on deck to accompany the admiral on an inspection of the hospital ship *Relief*. I went, of course; but, while I was gone, clothing and small stores valued at a good many thousand dollars came on board and were received into the pay department without my having seen the covering on a single package; and, of necessity, I had to sign the invoices for these articles on the assurance of the ship's pay clerk that he had checked them over. In this case it turned out that the clerk's work was quite accurate and no loss resulted; but I ought to have been there myself, and I would have been there if it had not been that, by order of superior authority, I had to be somewhere else at the same time. This is not an isolated example. In fact, it is absolutely typical; and I am not multiplying instances simply for the reason that it should be axiomatic that, although the most active, if not indeed the greater portion, of any pay officer's duty is done in port, it is nevertheless a fact that the fleet paymaster is most busily engaged in fleet work at the very same times that the ship's pay officer is likewise engaged on imperatively important ship's work. One other example I may add: As recorded in a preceding paragraph it took me just twenty minutes in Auckland, New Zealand, to furnish the pay officers of the entire fleet with funds for the month's disbursements—obtaining and dividing up among them £80,000 sterling (nearly half a million dollars gold); but, upon my return to the *Connecticut* with a paltry £6,000, it required the better part of that and the following two days for me to complete paying off the crew of that one ship.

150. The time has long since passed when the office of fleet paymaster is anything like a sinecure; and I am absolutely certain from recent experience that, wherever it is considered necessary to have a fleet paymaster at all, that officer, in order to be worth anything to the flag officer, must be free from the wearing routine and the multiplicity of petty and vexatious details which of necessity a ship's pay officer has to handle.

151. When I was detached from duty on the *Connecticut*, I, of course, vacated the pay office (and it was surely small enough for even the ship's force to be crowded into). Being the flagship and the new arrangement not having been contemplated when the office space was designed, the *Connecticut* had no office room for the fleet paymaster. The result was that I bought a small sewing table, sawed part of the legs off of it and set it up in one corner of my stateroom for a typewriter desk. In this stateroom (which was on the berth deck and none too large for the purpose for which it was constructed) it was necessary for both the clerk and myself to constantly work,

one using the small writing desk included in the combination bureau-dresser, while the other used the typewriter. A file box was improvised on top of the cofferdam outboard; and, during almost the entire cruise, this limited space had to serve as stateroom and office combined, even after the work became so heavy that I secured the detail of a third-class yeoman to assist in the clerical work. The correspondence became so voluminous and the number of papers handled for the flag office so numerous that, during a great part of the time, the clerk, the yeoman, and I were all three working in this stateroom office simultaneously, a drawing board having been borrowed from the engineer department and installed on top of the bunk as an improvised desk. The result of all this was that I succeeded in making for myself a very crowded and inadequate office by giving up almost entirely the scanty quarters which I occupied, leaving for me practically nothing but sleeping room in this improvised office after the work of the day (and the night) was over.

152. Amid such surroundings it would have been impossible to achieve any kind of success had it not been for the constant encouragement I received from superior authority and my earnest desire to do the most and best work possible under any and all conditions and thus justify in the fullest attainable measure the commander in chief's confidence which I had the honor to enjoy.

153. After the arrival of the fleet in the United States a partial readjustment of office space was effected and I was able to obtain sufficient room in the chief of staff's office for one typewriter and also the use of a few pigeonholes. This was a decided improvement, to be sure; but I think that, when office space is being provided in new flagships, account might well be taken of the fact that the fleet paymaster can not possibly work to the best advantage without office facilities at least much better than the best I had.

154. Another distinctly disadvantageous feature of the present situation is that the Navy Regulations regarding the fleet paymaster are so meager as to leave his position decidedly ill defined and render his status and duties on board ship very uncertain and, indeed, in large measure a question of the personal equation dependent in turn almost wholly upon the temperamental individuality of the commander in chief and the chief of staff, and, of course, the fleet paymaster himself.

155. Some very definite and detailed regulations with reference thereto would, therefore, appear to be needed unless, in view of the fact that the fleet paymaster's work is so closely connected with that of the flag office, it be possibly considered that more satisfactory results might be obtained (and the necessity for additional regulations at the same time obviated) by authorizing the commander in chief to select and nominate his fleet paymaster just as he selects and nominates the fleet engineer and fleet ordnance officer—subject, of course, to such restrictions as to maximum and minimum rank as the department might see fit to impose.

Very respectfully,

S. McGOWAN,
Pay Inspector, U. S. Navy.

The PAYMASTER-GENERAL OF THE NAVY.

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